



TRANSPORTATION PLANNING ORGANIZATION

Ocala Citizens Service Center
201 SE 3rd Street, Ocala FL 34471
2nd Floor Training Room

September 20, 2018
2:00 PM

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. PRESENTATION ITEMS

A. 2017 TRAFFIC COUNTS

Staff will present the 2017 Traffic Counts for review and discussion.

B. CR 464B AND US 27 (FELLOWSHIP) PROPOSED INTERSECTION IMPROVEMENTS

FDOT will present qualitative assessment study and recommendation regarding the CR 464B and US 27 Intersection for review and discussion.

4. ACTION ITEMS

A. CENTRAL FLORIDA MPO ALLIANCE REGIONAL PRIORITIES

Each year, the Transportation Planning Organization in coordination with the Central Florida MPO Alliance develops a list of regional priority projects for a five-year planning horizon. Staff will present the FY 2023 Priority Projects. Staff is requesting review, and approval of the priority projects list.

B. TPO DIRECTOR CONTRACT RENEWAL

The Personnel Evaluation Review by Chairman Moore and Co-Chairman as well as the existing contract are enclosed after review meeting scheduled for Monday, September 17, 2018.

5. CONSENT AGENDA

A. MINUTES – AUGUST 23, 2018

B. TRANSIT ASSET MANAGEMENT (TAM) PLAN

6. COMMENTS BY FDOT

7. **COMMENTS BY TPO STAFF**
 - A. **FINANCIAL BILLING INFORMATION**
 - B. **UPWP PROGRESS REPORT**

8. **COMMENTS BY TPO MEMBERS**

9. **PUBLIC COMMENT (Limited to 2 minutes)**

10. **ADJOURNMENT**

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 629-8297 forty-eight (48) hours in advance, so arrangements can be made.

*The next regular meeting of the Transportation Planning Organization will be held on **October 23, 2018.***



September 14, 2018

TO: TPO Board Members

FROM: Kenneth Odom, Transportation Planner

RE: 2017 Traffic Counts & Trends Manual

The 2017 Traffic Counts Manual will be presented for your review and discussion at the September 25th board meeting. Staff will provide a brief presentation outlining significant changes in traffic count patterns around the county and answer any questions regarding the counts and trends.

If you have any questions regarding the TIP or any of the projects included, please feel free to contact the TPO staff at 629-8297.

2013 -2017
TRAFFIC COUNTS
&
TRENDS MANUAL

OCALA/MARION COUNTY TPO



**Ocala/Marion County
Transportation Planning Organization**

David Moore, **Chairman**
Marion County Commission

Ron Livsey
Bellevue City Commission

Kathy Bryant
Marion County Commission

Michelle Stone
Marion County Commission

Matthew Wardell, Ocala
City Council

Jay Musleh
Ocala City Council

Kent Guinn
City of Ocala, Mayor

Valerie Hanchar, **Vice Chair**
Dunnellon City Council

Jeff Gold
Marion County Commission

Carl Zalak
Marion County Commission

Brent Malever
Ocala City Council

Justin Grabelle
Ocala City Council

Mary Sue Rich
Ocala City Council

TPO STAFF

Michael Daniels
Director

Kenneth Odom
Transportation Planner/Project Mgr

Derrick Harris
Transportation Planner

Anne McGaffic
GIS Analyst

Shakayla Pullings
Administrative Assistant

Desi Leibfried
Grants Coordinator

City of Ocala Staff:

Sean Lanier, **City Engineer**
Mike Roberson, Traffic Engineering Technician

Marion County Staff:

Tracy Straub, County Engineer
Masood Mirza, **County Traffic Engineer**
Justin Shirk, Traffic Engineering Technician

Florida Department of Transportation Staff:

Cheryl Burke, Transportation Statistics Coordinator

TABLE OF CONTENTS

<u>Introduction</u>	III
<u>Marion County Population</u>	III
<u>Marion County Registered Vehicles</u>	IV
<u>Marion County Licensed Drivers</u>	IV
<u>Methodology</u>	V
<u>City of Ocala Traffic Counts</u>	
Locator Map-----	1
Map A (Northwest Marion County)-----	2
Table A-----	3
Map B (Northeast Marion County)-----	5
Table B-----	6
Map C (Northwest City of Ocala)-----	8
Table C-----	9
Map D (Northeast City of Ocala)-----	11
Table D-----	12
Map E (Southwest City of Ocala)-----	14
Table E-----	15
Map F (Southeast City of Ocala)-----	17
Table F-----	18
Map G (Southwest Marion County)-----	20
Table G-----	21
Map H (Southeast Marion County)-----	23
Table H-----	24
Map I (City of Dunnellon)& Map J (City of Belleview)-----	27
Table I & J-----	28
Map K Heaviest Traveled Corridors-----	29
Map M (Freight Traffic – Marion County)-----	30
Map N (Freight Traffic – City of Ocala)-----	31
Traffic Trends Data-----	32

INTRODUCTION

Traffic volumes are the benchmark by which the operating efficiency of all roadways is measured. Traffic counts individually reveal more about a roadway and the vehicles that use it more so than any other type of data. They are also used as the basis to generate virtually every other type of statistic that is used in roadway analysis and they are used in all phases of roadway project development, monitoring, maintenance, traffic crash monitoring, public information and transportation legislation.

Also included in this document are several different types of transportation and socioeconomic data. The purpose of this content is to illustrate the wide array of conditions and factors that impact the transportation network in Marion County. The variety of data that is contained in this report will illustrate developing trends and conditions in various areas such as accident information, population, employment, law-enforcement activities and the number of vehicles registered in Marion County.

The Ocala/Marion County TPO will continually produce and expand this report on an annual basis in order to provide an ongoing effort to better illustrate the developing growth trends that impact the Marion County regional area.

MARION COUNTY POPULATION

Population counts are based on the 2010 United States Census and 2011 through 2017 are based on interpolated data from that base year. All data for these latter years are interpolations based on demographic trends as determined by the Bureau of Economic & Business Research at the University of Florida.

POPULATION	2011	2012	2013	2014	2015	2016	2017
Belleview	4,164	4,551	4,562	4,623	4,746	4,874	4,979
Dunnellon	1,871	1,740	1,754	1,770	1,771	1,768	1,805
McIntosh	451	455	457	457	450	449	457
Reddick	505	516	510	498	501	499	546
Ocala	56,815	57,041	57,387	57,337	58,355	59,720	59,668
INCORPORATED	63,498	63,806	64,303	64,670	65,823	67,310	67,455
Unincorporated County	267,939	268,686	270,338	267,128	275,382	278,439	281,812
TOTAL	331,298	331,745	332,989	335,008	341,205	345,749	349,267

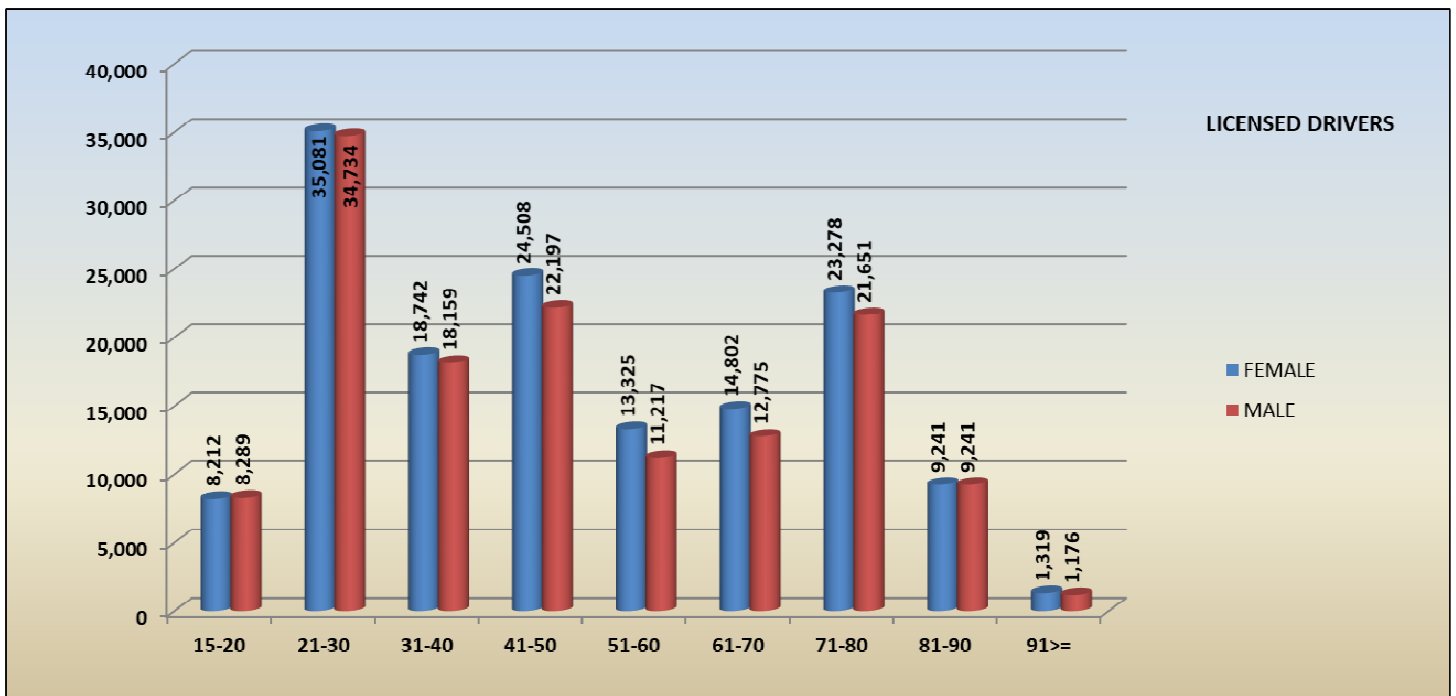
MARION COUNTY REGISTERED VEHICLES

The following table shows various classes of vehicle types and the number registered in each category during the years from 2011 to 2017. However, this table does not show every vehicle that is registered as it is not representative of aircraft, off-road vehicles, farm or industrial equipment. All other motorized vehicles are included.

VEHICLE TYPE	2011	2012	2013	2014	2015	2016	2017
Automobiles & Pickups	233,373	235,113	236,159	241,181	242,039	247,765	253,225
Motorcycles	12,407	12,471	12,735	13,170	13,277	13,590	13,834
Mobile Homes	43,458	43,151	42,671	42,305	42,317	41,971	41,651
Heavy Trucks	20,227	21,427	22,774	24,604	25,401	27,254	28,849
Travel Trailers	4,432	4,451	4,505	4,728	4,805	5,079	5,388
Vessels	15,572	15,405	15,333	15,683	15,884	16,495	16,853
Vehicle Trailers	46,557	46,914	47,101	48,774	48,927	50,968	52,522
Buses & Tools	1,002	1,016	1,019	1,038	1,018	998	975
TOTAL	381,030	377,028	379,948	382,297	393,668	404,120	413,297

MARION COUNTY LICENSED DRIVERS

2017 Florida Department Highway Safety & Motor Vehicles indicates that there was a total of 287,947 registered driver's in Marion County. Of this total, 139,439 were men and 148,508 were women. The age range with the most licensed drivers was 21 to 30 years old with 66,815 license holders. The smallest age range was 90+ with 1319 females and 1,176 males maintaining registered Florida driver's licenses.



TRAFFIC COUNT METHODOLOGY

Through cooperation with the Traffic Engineering Departments of both the City of Ocala and Marion County, it was possible for TPO staff to accurately reflect the actual locations of count station within the maps by the use of Global Positioning System (GPS) coordinates recorded by the two agencies. (GPS coordinates for FDOT locations were recorded by TPO staff.)

As in previous versions, this traffic count book contains traffic counts for locations in and around the City of Ocala, the City of Belleview, the City of Dunnellon and throughout Marion County for a five-year period. The maps are divided into ten areas:

Map A (Northwest Marion County)	Map B (Northeast Marion County)
Map C (Northwest Ocala)	Map D (Northeast Ocala)
Map E (Southwest Ocala)	Map F (Southeast Ocala)
Map G (Southwest Marion County)	Map H (Southeast Marion County)
Map I (Dunnellon)	Map J (Belleview)

All of the traffic counts contained in this book have been collected by one of the following sources: the City of Ocala, Marion County, or the Florida Department of Transportation. The source of the traffic count is denoted in the **Source** column indicating the count was taken by the City of Ocala (OCA), Marion County (MC), or the Florida Department of Transportation (FDOT).

This count book is available on the TPO website at www.ocalamariontpo.org.

City of Ocala Traffic Counts:

The City of Ocala traffic count program consists of several different count types. To determine which type of count was taken for each location, simply locate the 'Count Type' column in the traffic count book. The 'Count Type' will be listed as a 1, 2 or 3. Descriptions of the count types are as follows:

- 1- **Monthly Count:** A series of 24-hour counts taken on a Tuesday, Wednesday, or Thursday at the same location once a month for a year.
- 2- **Annual Three-Day Count:** The average of three 24-hour counts.
- 3- **One Day Count:** A single 24-hour count, taken Monday through Thursday.

Florida Department of Transportation:

The Florida Department of Transportation provided counts on state and federal roadways within the City of Ocala and throughout Marion County. These counts are denoted in the 'Count Source' column by FDOT, and the count station number where the count was recorded. All Florida Department of Transportation counts are daily counts representing a one-day (24-hour) count that has been adjusted using seasonal and axle factors.

For more information on the FDOT Traffic Count program, see their website: www.dot.state.fl.us/planning/statistics

Count Station Types

There are two main types of count station facilities that are used to record traffic volumes. ‘Temporary’ stations and ‘Permanent’ stations.

The majority of all count stations in Marion County are temporary count stations. These sites feature a portable count computer and pneumatic tubes that are taped across the roadway.

Permanent count station locations are sites that feature permanent infrastructure that has been installed into the roadway surface. ‘Loops’ replace the use of pneumatic tubes that are used with the temporary stations. They are installed directly into the pavement of the roadway. These subsurface loops are fixed and can be connected to a portable count computer or a permanent cabinet. Some permanent count stations are further enhanced by the addition of ‘piezos’ that are also installed into the pavement and a fixed cabinet where a count computer can be installed permanently. These stations allow for basic counts as well as the capability to determine vehicle class and speed.

Note:

- ◆ All traffic counts have been rounded to the nearest 100.
- ◆ ‘NC’ – Indicates that there is no traffic count available at that specific location due to a reporting error or that the count is no longer warranted and is being phased out.
- ◆ ‘CST’ – Indicates that there is no traffic count available at that specific location because construction, resurfacing, or other maintenance procedures interfered with the counting process or would otherwise not allow for an accurate indication of traffic volumes.

OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION


201 SE 3rd STREET – 2ND FLOOR
OCALA, FL 34478

(352) 629-8297
WWW.OCALAMARIONTPO.ORG

TRAFFIC COUNTS 2013 - 2017

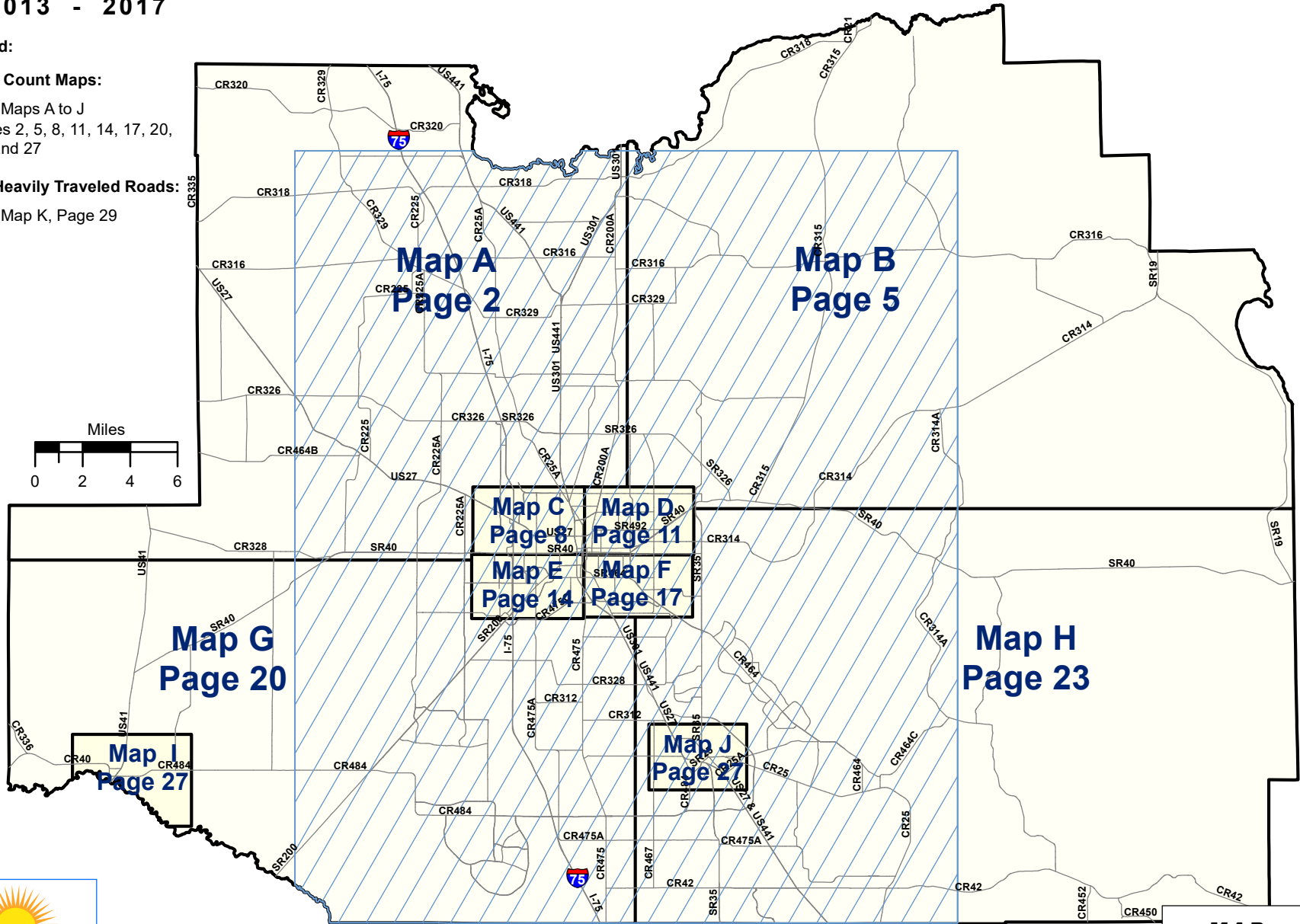
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Traffic Count Maps:

 Maps A to J
Pages 2, 5, 8, 11, 14, 17, 20,
23, and 27

Most Heavily Traveled Roads:

 Map K, Page 29

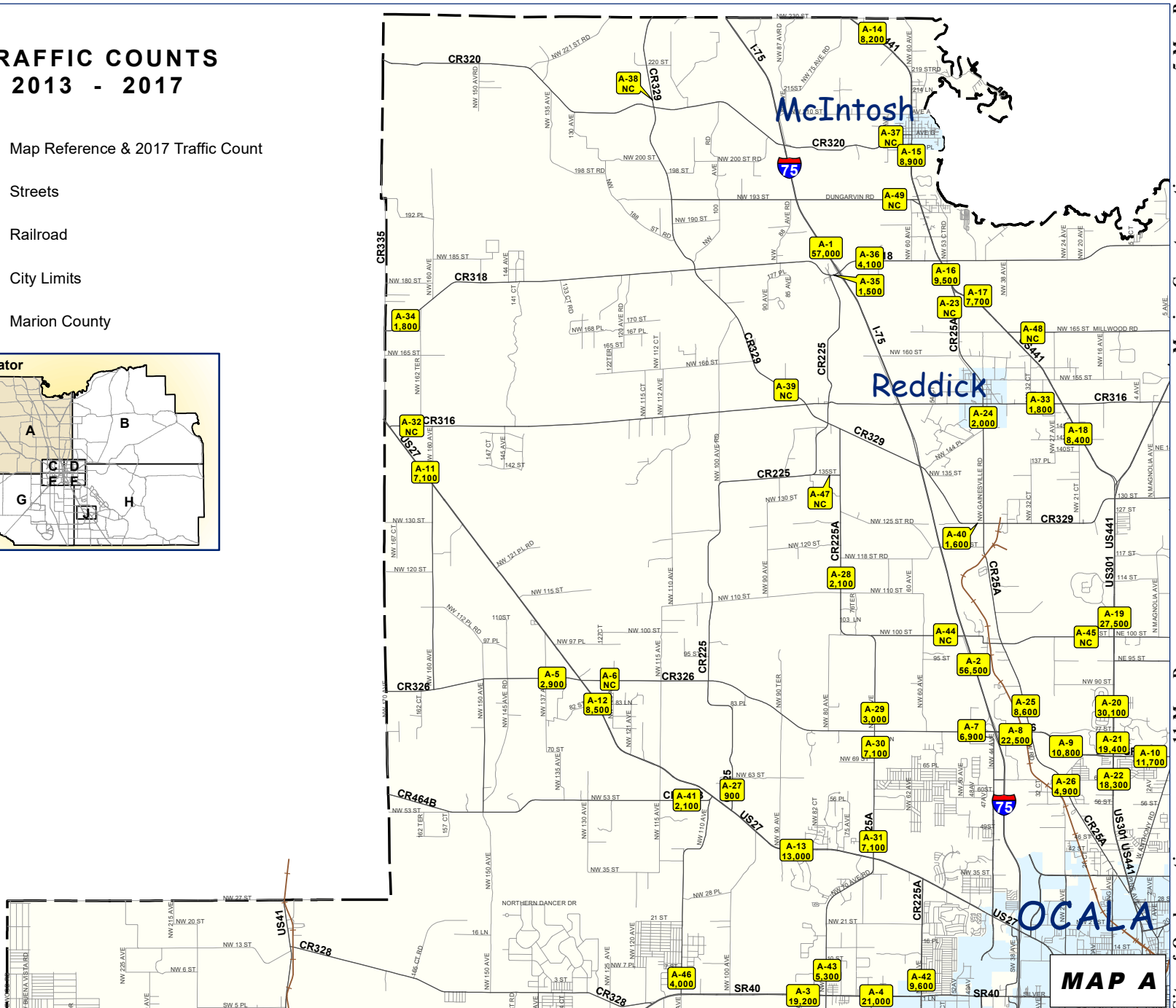
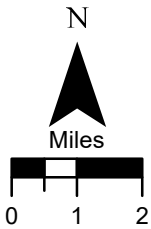
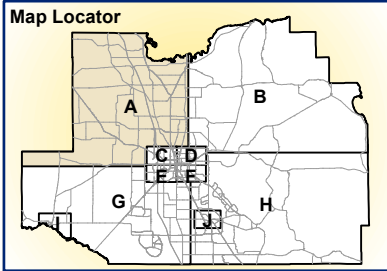


**MAP
LOCATOR**

TRAFFIC COUNTS 2013 - 2017

Legend:

- A-1
57,000 Map Reference & 2017 Traffic Count
- Streets
- Railroad
- City Limits
- Marion County



TRAFFIC COUNTS 2013-2017; FILENAME: G:\COUNTS\CURRENT\WAPA NW MC.MXD; 1:15,500FT; PLOT DATE: 08.31.2018

Marion County continues on page 20 or Map G

City of Ocala continues on page 14 Map E

Page 2

City of Ocala continues on page 11 Map D

Marion County continues on page 5 Map B

**Table A
Marion County - Northwest**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
A-1	.527 mi N of CR 318	FDOT	3	60,500	56,000	51,500	51,500	57,000	-1.20%
A-2	1.469 mi N of SR 326	FDOT	3	52,500	50,500	47,500	47,500	56,500	2.30%
SR 40									
A-3	.15 mi W of CR 225A	FDOT	3	16,300	16,900	17,500	18,100	19,200	4.18%
A-4	W of SW 60th Ave	MC	3	18,300	18,100	18,200	21,000	21,000	3.71%
CR/SR 326									
A-5	W of US 27	MC	2	3,000	2,800	2,900	3,000	2,900	-0.75%
A-6	E of US 27	MC	2	NC	NC	1,500	NC	NC	--
A-7	W of I-75	MC	2	5,200	5,800	6,800	6,600	6,900	7.60%
A-8	.245 mi E OF I-75	FDOT	3	18,800	16,800	19,500	22,200	22,500	5.16%
A-9	1.019 mi W OF SR 25/US 441	FDOT	3	10,100	10,300	10,800	11,500	10,800	1.81%
A-10	E of US 441	MC	2	9,700	11,100	11,700	10,200	11,700	5.43%
US 27									
A-11	W of NW 160th Ave	MC	3	6,200	6,500	7,000	7,400	7,100	3.55%
A-12	.253 mi SE of CR 326	FDOT	3	6,600	7,100	7,900	7,800	8,500	6.64%
A-13	E of CR 225	MC	3	11,400	11,600	11,600	11,800	13,000	3.41%
US 441									
A-14	.579 mi S of Alachua CL	FDOT	3	7,000	7,800	7,500	8,000	8,200	4.19%
A-15	.15 mi S of CR 320	FDOT	3	7,700	8,700	8,100	8,700	8,900	3.95%
A-16	.153 mi S of CR 318	FDOT	3	8,000	8,600	8,900	9,600	9,500	4.45%
A-17	.12 mi SE of CR 25A	FDOT	3	6,300	7,200	7,000	7,600	7,700	5.35%
A-18	S of CR 316	MC	3	7,300	7,200	7,800	8,200	8,400	3.63%
A-19	.09 mi N of NW 100th St	FDOT	3	22,500	20,000	24,500	27,400	27,500	5.90%
A-20	.3 mi N of SR 326	FDOT	1	24,400	25,300	27,500	28,700	30,100	5.41%
A-21	.239 mi N of SR 326	FDOT	3	17,700	18,000	18,600	19,600	19,400	2.35%
A-22	.128 mi S of SR 326	FDOT	3	16,400	16,600	17,000	17,500	18,300	2.79%
CR 25A									
A-23	S of US 441	MC	2	NC	NC	NC	NC	NC	--
A-24	S of CR 316	MC	2	2,500	2,200	2,500	2,500	2,000	-4.59%
A-25	N of SR 326	MC	2	7,600	7,600	7,700	7,800	8,600	3.22%
A-26	S of NW 63rd St	MC	2	4,700	4,500	4,300	4,500	4,900	1.21%
CR 225									
A-27	N of US 27	MC	2	1,000	900	900	900	900	-2.50%
CR 225A									
A-28	N of NW 110th St	MC	2	1,700	1,900	1,900	1,900	2,100	5.57%
A-29	N of CR 326	MC	2	2,600	2,500	2,700	2,800	3,000	3.75%
A-30	S of CR 326	MC	2	3,800	4,300	4,500	5,200	7,100	17.48%
A-31	N of US 27	MC	2	5,600	6,000	6,200	6,800	7,100	6.14%
CR 316									
A-32	E of US 27	MC	3	NC	NC	NC	NC	NC	--
A-33	W of US 441	MC	3	1,300	1,100	1,100	1,600	1,800	10.64%
CR 318									
A-34	E of CR 335	MC	2	1,600	1,500	1,700	1,800	1,800	3.24%
A-35	W of I-75	MC	2	3,000	3,000	2,700	2,900	1,500	-0.65%
A-36	E of I-75	MC	2	4,400	4,000	3,700	4,000	4,100	-1.50%

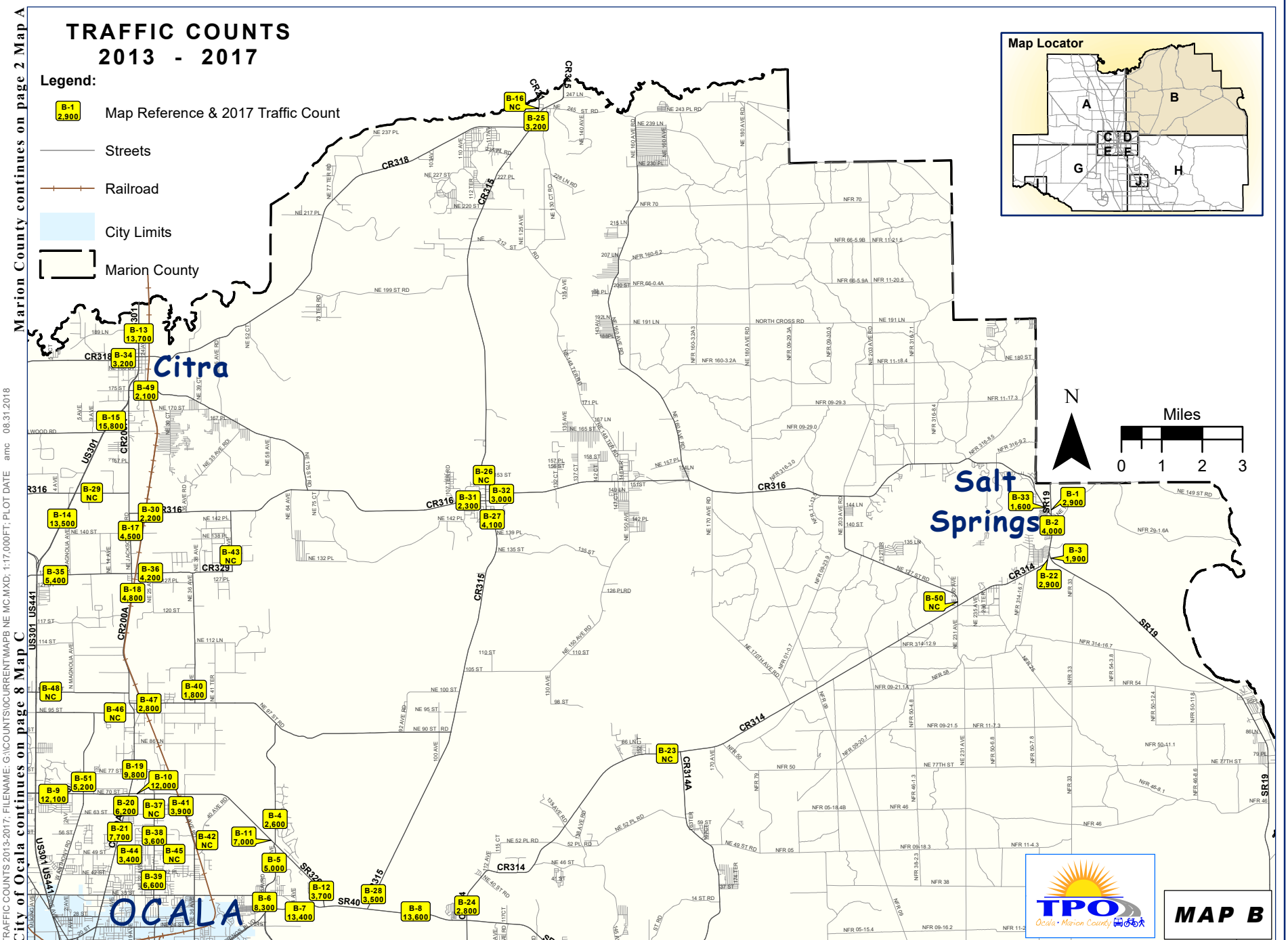
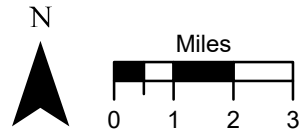
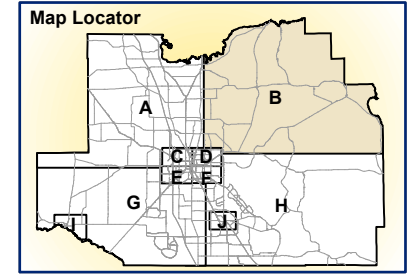
**Table A
Marion County - Northwest**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
CR 320									
A-37	W of US 441	MC	3	NC	NC	400	NC	NC	--
CR 329									
A-38	N of CR 320	MC	3	NC	1,100	1,200	NC	NC	--
A-39	N of CR 316	MC	2	NC	1,800	NC	NC	NC	--
A-40	W of CR 25A	MC	2	1,500	1,700	1,500	1,400	1,600	2.30%
CR 464B									
A-41	W of NW 110th Ave	MC	3	2,400	2,200	2,400	2,300	2,100	-3.03%
NW 60th Ave									
A-42	N of SR 40	MC	2	7,800	8,100	7,900	8,200	9,600	5.56%
NW 80th Ave									
A-43	N of SR 40	MC	--	4,100	4,600	4,200	4,500	5,300	7.11%
NW 100th St									
A-44	W of NW 49th Ave Rd	MC	2	NC	NC	NC	NC	NC	--
A-45	W of US 441	MC	2	NC	NC	NC	NC	NC	--
NW 110th Ave									
A-46	N of SR 40	MC	2	3,700	3,000	3,700	3,900	4,000	3.10%
NW 135th St									
A-47	W of CR 225A	MC	2	NC	NC	NC	NC	NC	--
NW 165th St									
A-48	E of US 441	MC	2	NC	NC	NC	NC	NC	--
NW 193rd St									
A-49	W of US 441	MC	4	NC	NC	400	NC	NC	--

TRAFFIC COUNTS 2013 - 2017

Legend:

- Map Reference & 2017 Traffic Count
- Streets
- Railroad
- City Limits
- Marion County



TRAFFIC COUNTS 2013-2017; FILENAME: G:\COUNTS\CURRENT\MAPB NE MC.MXD; 1:17,000FT; PLOT DATE: amc 08.31.2018
 City of Ocala continues on page 8 Map C
 Marion County continues on page 2 Map A

City of Ocala continues on page 17 Map F

Marion County continues on page 23 Map H



MAP B

**Table B
Marion County - Northeast**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 19									
B-1	.1 mi N of CR 316	FDOT	3	2,300	2,200	2,500	2,700	2,900	6.17%
B-2	.08 mi S of CR 316	FDOT	3	3,600	3,200	3,500	3,700	4,000	3.02%
B-3	.347 mi SE of CR 314	FDOT	3	1,600	1,600	1,700	1,800	1,900	4.42%
CR/SR 35									
B-4	N of SR 326	MC	2	2,600	2,400	2,400	2,300	2,600	0.30%
B-5	S of SR 326	MC	2	3,900	4,700	4,400	4,700	5,000	6.83%
B-6	N of SR 40	MC	2	6,700	6,800	7,600	8,200	8,300	5.59%
SR 40									
B-7	.895 mi E of SR 35	FDOT	2	12,100	12,700	12,800	13,600	13,400	2.63%
B-8	1.201 mi E of CR 315	FDOT	3	12,500	11,400	12,900	12,700	13,600	2.47%
CR/SR 326									
B-9	.356 mi E of US 441	FDOT	3	9,900	10,500	11,000	11,600	12,100	5.15%
B-10	E of CR 200A	MC	2	9,800	10,000	10,800	11,200	12,000	5.22%
B-11	W of CR 35	MC	2	5,300	6,400	7,700	7,300	7,000	7.94%
B-12	N of SR 40	MC	2	2,700	3,300	3,500	3,100	3,700	9.05%
US 301									
B-13	.404 mi N of CR 318	FDOT	3	11,100	11,600	11,700	13,200	13,700	5.49%
B-14	.400 mi S of N Magnolia	FDOT	3	12,000	12,900	13,400	NC	13,500	4.04%
B-15	.714 mi S of CR 200A	FDOT	3	12,700	12,800	14,400	16,200	15,800	5.83%
CR 21									
B-16	N of CR 315	MC	3	NC	NC	1,000	NC	NC	--
CR 200A									
B-17	S of CR 316	MC	2	4,400	4,000	4,600	4,600	4,500	0.93%
B-18	S of CR 329	MC	2	4,500	4,200	4,800	5,600	4,800	2.50%
B-19	N of SR 326	MC	2	8,000	9,100	9,100	8,900	9,800	5.42%
B-20	S of SR 326	MC	2	5,400	6,100	6,200	6,500	6,200	3.71%
B-21	N of NE 49th St	MC	2	6,300	6,200	7,800	6,900	7,700	6.07%
CR 314									
B-22	W of SR 19	MC	2	2,700	2,600	2,800	3,000	2,900	1.95%
B-23	W of CR 314A	MC	2	NC	NC	NC	NC	NC	--
B-24	N of SR 40	MC	2	2,800	2,800	2,800	2,800	2,800	0.00%
CR 315									
B-25	S of CR 21-Putnam Co Line	MC	2	2,700	2,500	2,900	2,800	3,200	4.86%
B-26	N of CR 316	MC	2	NC	NC	3,100	NC	NC	--
B-27	S of CR 316	MC	2	3,400	3,100	3,400	3,800	4,100	5.13%
B-28	N of SR 40	MC	2	3,400	3,000	3,000	3,200	3,500	1.07%
CR 316									
B-29	E of US 301	MC	3	NC	NC	NC	NC	NC	--
B-30	E of CR 200A	MC	2	2,000	1,800	1,800	2,100	2,200	2.86%
B-31	W of CR 315	MC	2	2,100	2,000	2,500	2,600	2,300	3.17%
B-32	E of CR 315	MC	2	3,100	2,900	2,900	3,200	3,000	-0.59%
B-33	W of SR 19	MC	2	1,300	1,300	1,300	1,400	1,600	5.49%
CR 318									
B-34	W of Citra (US 301)	MC	2	2,900	2,500	2,900	3,000	3,200	3.08%
CR 329									
B-35	E of US 441	MC	3	4,300	3,900	4,400	4,900	5,400	6.27%
B-36	E of CR 200A	MC	3	3,500	3,100	3,500	4,300	4,200	5.50%

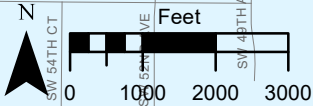
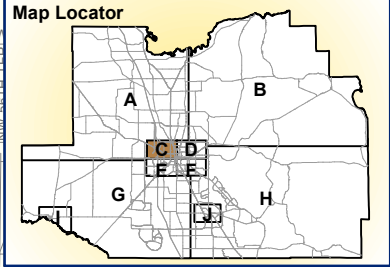
**Table B
Marion County - Northeast**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
NE/SE 25th Ave									
B-37	S of SR 326	MC	2	NC	NC	NC	NC	NC	--
B-38	N of NE 49th St	MC	2	3,000	3,200	4,100	3,400	3,600	5.90%
B-39	S of NE 49th St	MC	2	4,700	5,300	6,600	5,600	6,600	10.00%
NE/SE 36th Ave									
B-40	N of NE 97th St Rd	MC	2	1,300	1,400	NC	1,700	1,800	8.75%
B-41	S of SR 326	MC	2	3,100	3,700	3,600	3,700	3,900	6.21%
NE 40th Ave Rd									
B-42	E of NE 36th Ave	MC	2	NC	NC	NC	NC	NC	--
NE 47th Ave									
B-43	N of CR 329	MC	3	NC	NC	NC	NC	NC	--
NE 49th St									
B-44	E of CR 200A	MC	2	3,200	3,400	3,300	3,400	3,400	1.58%
B-45	E of NE 25th Ave	MC	2	NC	NC	NC	NC	NC	--
NE 95th St									
B-46	W of CR 200A	MC	2	NC	NC	NC	NC	NC	--
NE 97th St Rd									
B-47	E of NE 21st Ave	MC	2	2,700	2,600	2,700	2,700	2,800	0.96%
NE 100th St									
B-48	E of US 441	MC	2	NC	NC	NC	NC	NC	--
NE 175th St Rd									
B-49	E of US 301	MC	2	2,000	1,900	2,000	2,000	2,100	1.32%
NE 203rd Ave Rd									
B-50	N of CR 314	MC	2	NC	NC	NC	NC	NC	--
W Anthony Rd									
B-51	N of SR 326	MC	2	NC	NC	NC	NC	5,200	--

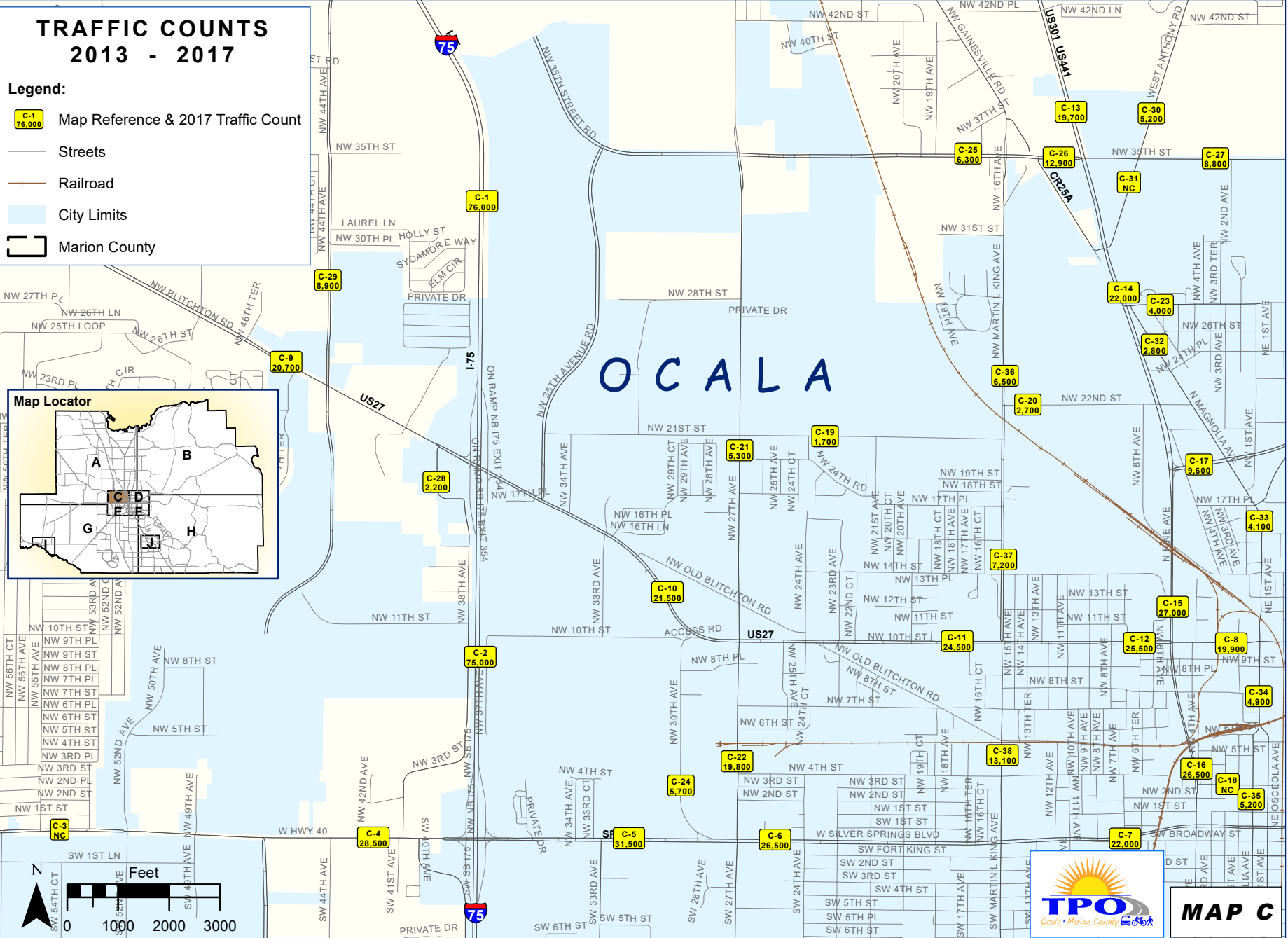
TRAFFIC COUNTS 2013 - 2017

Legend:

- C-1
76,000 Map Reference & 2017 Traffic Count
- Streets
- Railroad
- City Limits
- Marion County



Ocala



MAP C

TRAFFIC COUNTS 2013-2017; FILENAME: G:\COUNTS\CURRENT\WAPC NW OCALA.MXD; 1:2,640FT; PLOT DATE: amc 08.31.2018

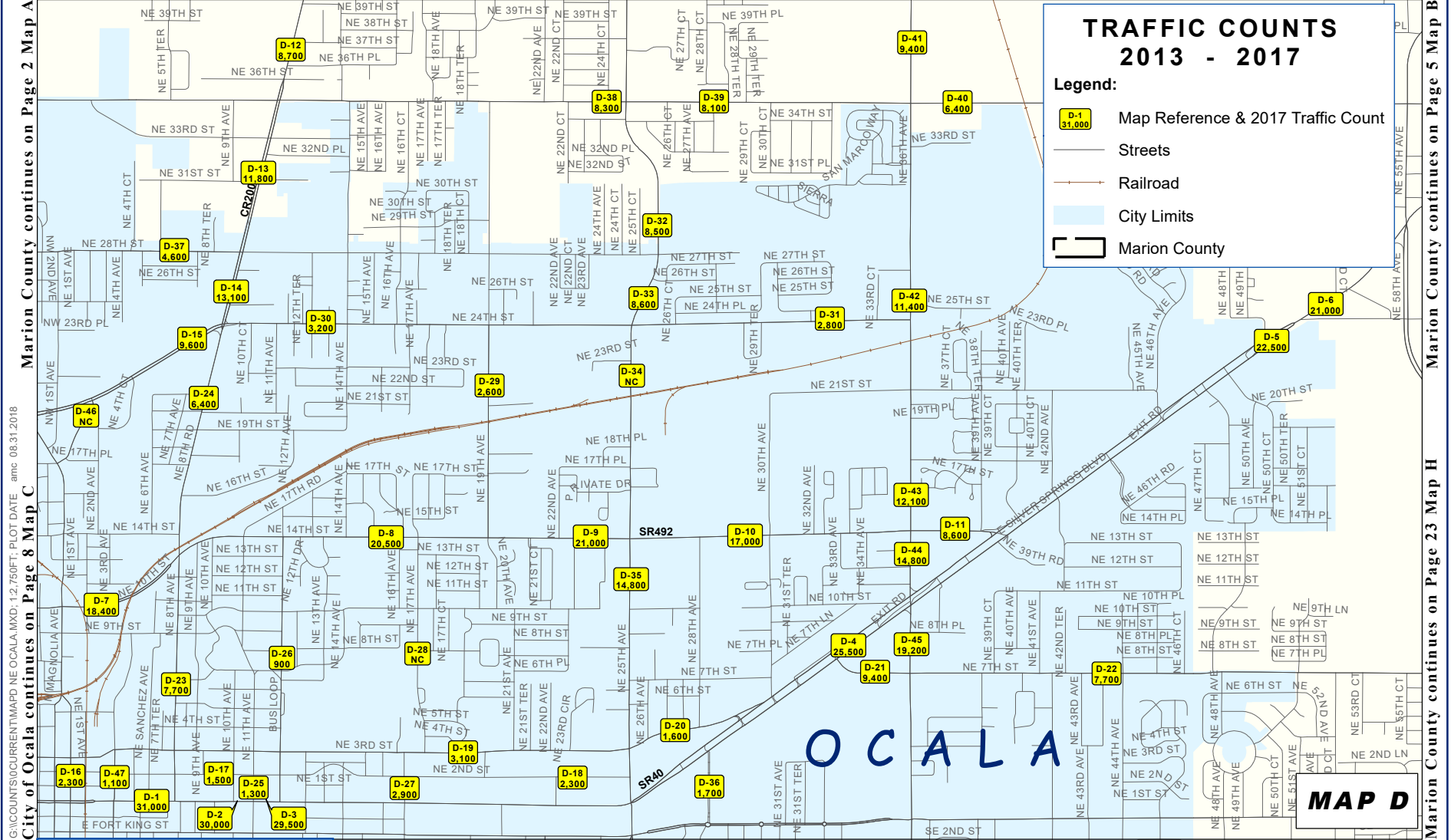
Marion County continues on Page 5 Map B
City of Ocala continues on Page 11 Map D

**Table C
City of Ocala - Northwest**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
C-1	.986 mi N of US 27	FDOT	3	61,500	62,500	65,500	61,500	76,000	5.97%
C-2	.376 mi S of US 27	FDOT	3	63,500	69,000	69,500	NC	75,000	5.77%
SR 40									
C-3	SW 52nd Ave to SW 60th Ave	OCA	3	NC	NC	28,500	NC	NC	--
C-4	0.318 mi W of I-75	FDOT	3	25,500	26,500	28,500	28,500	28,500	2.87%
C-5	SW 27th Ave to SW 33rd Ave	FDOT	3	29,500	28,000	29,500	33,000	31,500	1.90%
C-6	ML King Ave to SW 27th Ave	FDOT	3	24,000	23,500	23,000	26,700	26,500	2.78%
C-7	.07 mi W of US 441	FDOT	3	22,000	22,300	23,000	22,900	22,000	0.03%
SR 492									
C-8	US 441 to N Magnolia Ave	FDOT	3	19,000	20,100	19,500	20,700	19,900	1.27%
US 27									
C-9	.574 mi NW of I-75	FDOT	3	16,800	18,000	18,700	20,600	20,700	5.42%
C-10	I-75 to NW 27th Ave	FDOT	3	19,900	21,000	22,000	21,600	21,500	2.00%
C-11	NW 27th Ave to NW MLK Jr Ave	FDOT	3	22,500	23,000	23,000	23,900	24,500	2.16%
C-12	NW MLK Jr Ave to US 441	FDOT	3	26,000	27,000	28,000	27,100	25,500	-0.39%
US 441									
C-13	1.094 mi N of CR 25A	FDOT	3	17,500	18,300	18,400	20,500	19,700	3.16%
C-14	West Anthony Rd to CR 25A	FDOT	3	21,300	22,000	19,300	22,700	22,000	1.39%
C-15	CR 200A to US 27	FDOT	3	27,500	27,500	28,500	27,600	27,000	-0.42%
C-16	.17 mi N of SR 40	FDOT	3	25,500	25,500	26,500	28,200	26,500	1.08%
CR 200A									
C-17	US 441 to Magnolia Ave	OCA	2	8,500	9,300	10,200	NC	9,600	4.40%
NW 3rd St									
C-18	US 441 to Magnolia Ave	OCA	3	NC	2,700	2,000	NC	NC	--
NW 21st St									
C-19	NW 27th Ave to ML King Ave	OCA	3	NC	NC	NC	NC	1,700	--
NW 22nd St									
C-20	N ML King Ave to US 441	OCA	3	2,400	NC	NC	NC	2,700	--
NW/SW 27th Ave									
C-21	NW 21st St to US 27	OCA	3	3,700	3,900	4,300	NC	5,300	12.97%
C-22	US 27 to SR 40	FDOT	3	20,000	18,700	19,600	19,600	19,800	-0.17%
NW/NE 28th St									
C-23	US 441 to NW 2nd Ave	OCA	3	4,500	NC	NC	NC	4,000	--
NW 30th Ave									
C-24	SR 40 to US 27	OCA	3	3,600	NC	NC	NC	5,700	--
NW/NE 35th St									
C-25	W of NW 16th Ave	MC	2	2,700	5,700	4,500	5,900	6,300	31.99%
C-26	W of US 441	MC	2	7,500	5,900	10,100	11,300	12,900	18.97%
C-27	W Anthony Rd to NW 2nd Ave	OCA	3	NC	5,900	6,100	NC	8,800	23.83%
NW/SW 38th Ave									
C-28	S of US 27	MC	2	1,500	1,700	2,200	1,900	2,200	11.22%
NW 44th Ave									
C-29	N of US 27	MC	2	6,300	7,300	7,900	7,700	8,900	9.29%

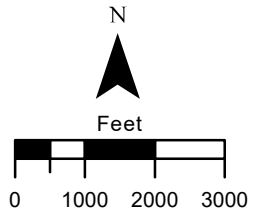
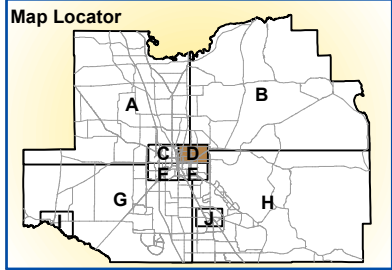
**Table C
City of Ocala - Northwest**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
W Anthony Rd									
C-30	N of NW 35th St	MC	2	4,900	4,400	5,100	5,400	5,200	1.97%
C-31	NW 35th St to US 441	FDOT	3	NC	2,700	2,500	NC	NC	--
Magnolia Ave									
C-32	US 441 to CR 200A	OCA	3	3,200	NC	NC	NC	2,800	--
C-33	CR 200A to NE 10th St	OCA	1	5,100	NC	5,200	NC	4,100	-9.60%
C-34	NE 10th St to NW 6th PI	OCA	2	NC	NC	NC	NC	4,900	--
C-35	NW 3rd St to SR 40	OCA	3	5,700	4,000	4,100	4,000	5,200	0.06%
MLK Jr. Ave									
C-36	Ocala City Limits to NW 22nd St	OCA	3	6,400	4,900	NC	NC	6,500	4.61%
C-37	NW 21st St to US 27	OCA	2	6,900	6,900	NC	NC	7,200	2.17%
C-38	US 27 to SR 40	OCA	1	NC	NC	14,000	14,000	13,100	-3.21%



City of Ocala continues on Page 8 Map C

Marion County continues on Page 5 Map B



**Table D
City of Ocala - Northeast**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 40									
D-1	N Magnolia Ave to NE 8th Ave	FDOT	1	31,500	31,000	NC	34,700	31,000	-0.08%
D-2	NE 8th Ave to NE 11th Ave	OCA	3	NC	NC	NC	NC	30,000	--
D-3	NE 11th Ave to NE 25th Ave	FDOT	3	28,000	31,000	30,000	31,600	29,500	1.54%
D-4	NE 25th Ave to NE 36th Ave	FDOT	3	25,500	25,500	25,000	27,000	25,500	0.12%
D-5	NE 36th Ave to City Limits	FDOT	3	20,600	21,000	22,000	22,400	22,500	2.24%
D-6	City Limits to SR 35	FDOT	3	20,000	19,900	21,000	20,900	21,000	1.26%
SR 492									
D-7	N Magnolia Ave to NE 8th Ave	FDOT	3	NC	NC	17,800	18,700	18,400	1.73%
D-8	0.512 mi W of NE 17th Ave	FDOT	3	19,900	20,500	19,000	20,500	20,500	0.90%
D-9	NE 19th Ave to NE 25th Ave	FDOT	3	19,800	19,600	20,500	20,900	21,000	1.50%
D-10	NE 25th Ave to NE 36th Ave	FDOT	3	15,300	16,500	15,500	16,800	17,000	2.84%
D-11	NE 36th Ave to SR 40	FDOT	3	7,200	7,300	7,300	7,900	8,600	4.62%
CR 200A									
D-12	N of NE 35th St	MC	2	7,700	7,000	8,400	7,800	8,700	3.83%
D-13	S of NE 35th St	MC	2	11,200	11,300	12,400	NC	11,800	1.93%
D-14	NE 28th St to NE 25th St	OCA	2	NC	12,100	NC	NC	13,100	--
D-15	NE 8th Rd to N Magnolia Ave	OCA	1	9,800	NC	10,300	10,300	9,600	-0.56%
NE 1st Ave									
D-16	SR 40 to NE 3rd St	OCA	1	2,300	2,400	2,600	2,600	2,300	-1.07%
NE 2nd St									
D-17	NE 8th Ave to NE 11th Ave	OCA	3	NC	NC	NC	NC	1,500	--
D-18	NE 16th Ave to NE 25th Ave	OCA	3	NC	NC	NC	NC	2,300	--
NE 3rd St									
D-19	NE 16th Ave to NE 25th Ave	OCA	1	3,900	NC	4,200	4,200	3,100	-6.17%
D-20	NE 25th Ave to SR 40	OCA	3	NC	NC	NC	NC	1,600	--
NE 7th St									
D-21	SR 40 to NE 36th Ave	OCA	3	5,000	7,200	NC	NC	9,400	--
D-22	NE 36th Ave to City Limits	OCA	3	7,800	7,700	NC	NC	7,700	--
NE 8th Ave									
D-23	NE 14th St to SR 40	OCA	1	8,300	NC	8,600	8,600	7,700	-2.28%
NE 8th Ave / Rd									
D-24	NE 24th St to NE 14th St	OCA	3	5,600	6,600	6,500	NC	6,400	4.93%
NE 11th Ave									
D-25	NE 2nd St to SR 40	OCA	3	NC	NC	NC	NC	1,300	--
NE 12th Ave									
D-26	NE 14th St to SR 40	OCA	3	NC	800	800	NC	900	--
NE 16th Ave									
D-27	NE 2nd St to SR 40	OCA	3	NC	NC	NC	NC	2,900	--
NE 17th Ave									
D-28	SR 492 to NE 3rd St	OCA	2	NC	NC	NC	NC	NC	--
NE 19th Ave									
D-29	NE 24th St to NE 14th St	OCA	3	NC	NC	NC	NC	2,600	--
NE 24th St									
D-30	NE 8th Rd to NE 19th Ave	OCA	1	NC	4,000	3,600	3,600	3,200	-7.04%
D-31	NE 25th Ave to NE 36th Ave	OCA	3	2,600	NC	NC	NC	2,800	--

**Table D
City of Ocala - Northeast**

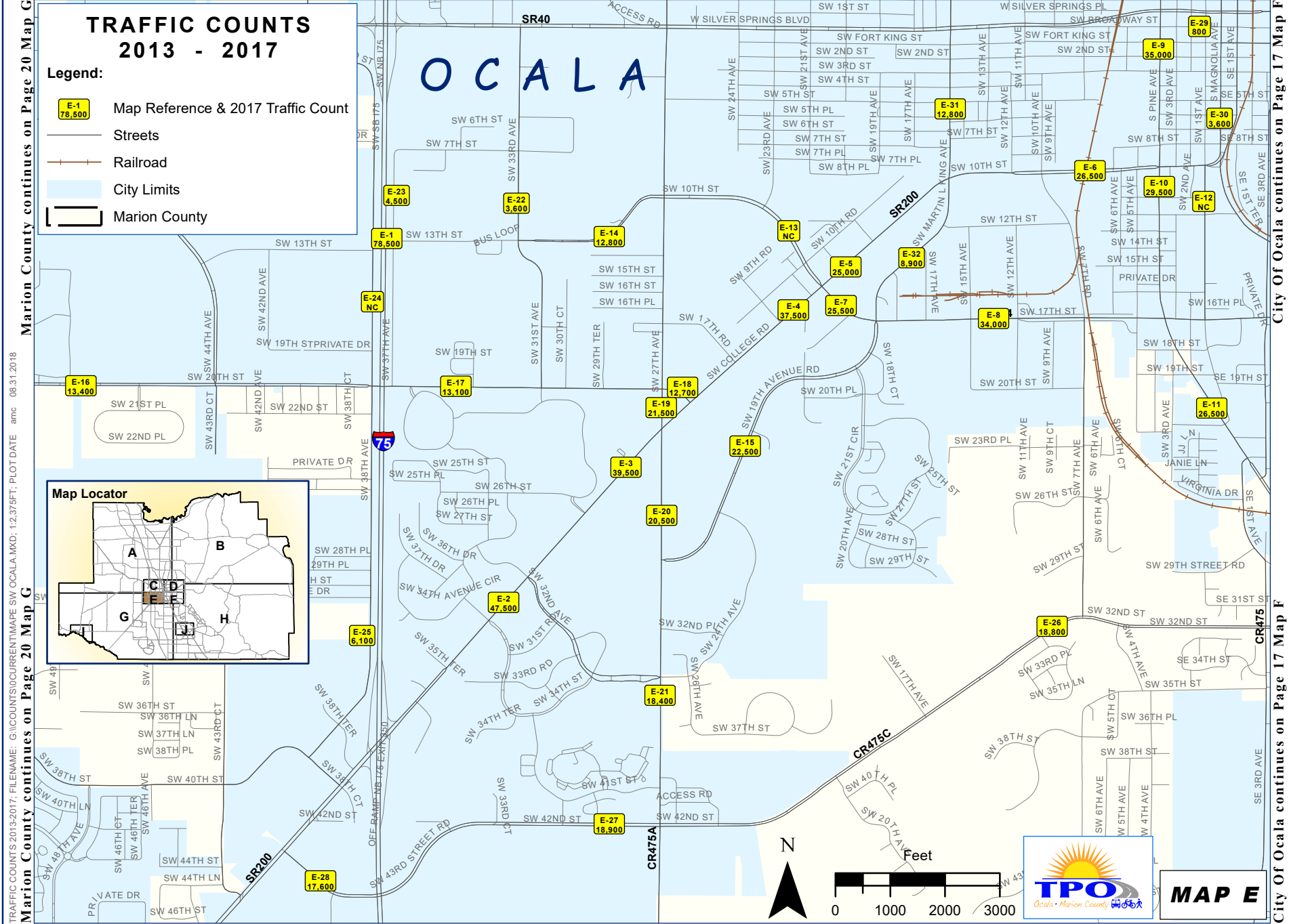
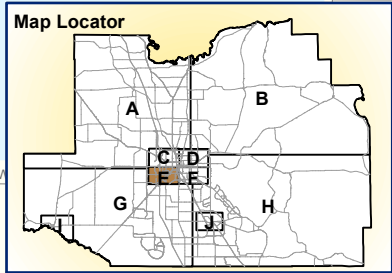
ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
NE 25th Ave									
D-32	N of NE 28th St	MC	2	8,700	8,400	8,800	9,100	8,500	-0.47%
D-33	NE 28th St to NE 24th St	OCA	3	8,300	8,300	10,300	NC	8,600	2.53%
D-34	NE 24th St to NE 14th St	OCA	2	NC	NC	14,400	NC	NC	--
D-35	NE 14th St to SR 40	OCA	1	14,200	13,900	14,600	14,600	14,800	1.07%
NE 28th Ave									
D-36	Ft King to SR 40	OCA	3	2,000	NC	NC	NC	1,700	--
NW/NE 28th St									
D-37	NW 1st Ave to Jacksonville Rd	OCA	1	4,200	NC	4,300	4,300	4,600	2.34%
NW/NE 35th St									
D-38	W of NE 25th Ave	MC	2	7,900	8,200	8,200	8,500	8,300	1.28%
D-39	E of NE 25th Ave	MC	2	6,300	7,400	7,300	8,000	8,100	6.74%
D-40	E of NE 36th Ave	MC	2	4,700	5,500	5,700	6,100	6,400	8.15%
NE/SE 36th Ave									
D-41	N of NE 35th St	MC	2	7,700	8,400	8,600	9,000	9,400	5.14%
D-42	City Limits to NE 24th St	OCA	3	11,700	10,700	NC	NC	11,400	--
D-43	NE 24th St to NE 14th St	OCA	1	10,900	NC	13,200	11,700	12,100	3.29%
D-44	NE 14th St to SR 40	OCA	2	13,900	NC	NC	NC	14,800	--
D-45	SR 40 to NE Ft King St	OCA	1	18,400	NC	18,800	19,500	19,200	1.09%
NE Jacksonville Rd									
D-46	N Magnolia Ave to CR 200A	OCA	3	1,100	1,300	NC	NC	NC	--
NE Watula Ave									
D-47	SR 40 to NE 3rd St	OCA	3	NC	NC	1,300	NC	1,100	--

TRAFFIC COUNTS 2013 - 2017

Legend:

- Map Reference & 2017 Traffic Count
- Streets
- Railroad
- City Limits
- Marion County

OCALA

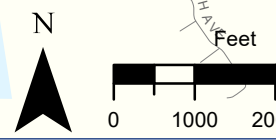


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Marion County continues on Page 20 Map G

City Of Ocala continues on Page 17 Map F

City Of Ocala continues on Page 17 Map F



MAP E

**Table E
City of Ocala - Southwest**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
E-1	.586 mi S of SR 40	FDOT	2	69,000	60,500	59,000	74,200	78,500	4.19%
SR 200									
E-2	0.528 mi E of I-75	FDOT	2	43,000	44,500	43,500	43,500	47,500	2.61%
E-3	SW 26th St to SW 27th Ave	FDOT	2	39,000	41,500	42,000	41,900	39,500	2.46%
E-4	SW 27th Ave to SW 17th St	FDOT	2	38,500	38,500	38,500	38,300	37,500	-0.65%
E-5	SW 17th St to SW ML King Ave	FDOT	2	26,000	26,500	25,000	24,500	25,000	-0.92%
E-6	SW ML King Ave to US 441	FDOT	2	26,500	27,000	27,500	27,700	26,500	0.03%
SR 464									
E-7	SR 200 to SW 19th Ave Rd	FDOT	2	24,000	23,500	22,500	24,800	25,500	2.93%
E-8	SW 19th Ave Rd to SW 7th Ave	FDOT	2	33,000	32,000	33,500	35,900	34,000	0.88%
US 441									
E-9	0.12 mi S of SR 40	FDOT	2	34,000	35,000	33,000	34,900	35,000	0.82%
E-10	0.146 mi S of SR 200	FDOT	2	28,000	28,500	30,500	28,900	29,500	1.41%
E-11	0.13 mi N of SR 464	FDOT	2	25,500	26,000	26,500	25,300	26,500	1.02%
SW 1st Ave									
E-12	SW 10th St to SW 17th St	OCA	3	3,100	4,700	5,400	NC	NC	33.25%
SW 17th St Extension (SW 10th St & SW 13th St)									
E-13	SW 33rd Ave to SW 27th Ave	OCA	3	11,400	11,600	10,900	NC	NC	-2.14%
E-14	SW 27th Ave to SR 200	OCA	3	NC	NC	10,900	NC	12,800	--
SW 19th Ave Rd									
E-15	SW 27th Ave to SW 17th St	OCA	2	19,000	20,000	19,700	19,700	22,500	4.49%
SW 20th St									
E-16	SW 60th Ave to I-75	OCA	1	11,300	11,500	11,600	11,600	13,400	4.54%
E-17	I-75 to SW 31st Ave(CFCC Ent)	OCA	1	11,400	11,300	11,600	11,600	13,100	3.68%
E-18	SW 27th Ave to SR 200	OCA	3	11,100	10,900	NC	NC	12,700	7.36%
SW 27th Ave									
E-19	SW 20th St to SR 200	FDOT	2	19,800	21,000	21,500	20,700	21,500	0.84%
E-20	SR 200 to SW 19th Ave Rd	OCA	1	20,200	20,500	NC	20,400	20,500	0.37%
E-21	SW 34th St to SW 42nd St	OCA	3	NC	NC	NC	NC	18,400	--
SW 33rd Ave									
E-22	SW 7th St to SW 20th St	OCA	3	NC	NC	4,800	NC	3,600	--
SW 37th Ave									
E-23	SW 20th St to SW 7th St	OCA	3	6,400	NC	NC	NC	4,500	--
SW 38th Ave									
E-24	SR 40 to SW 20th St	OCA	3	3,400	3,400	3,500	NC	NC	1.47%
E-25	SW 20th St to SR 200	OCA	3	5,200	5,200	5,300	NC	6,100	5.67%
SW 42nd St (CR 475C)									
E-26	SW 7th Ave to SW 27th Ave	OCA	2	19,200	NC	NC	NC	18,800	--
E-27	SW 27th Ave to SW 31st Ave	OCA	1	13,600	NC	17,700	17,700	18,900	12.31%
E-28	SW 31st Ave to SR 200	OCA	1	11,900	NC	12,700	NC	17,600	22.65%
W Broadway St									
E-29	US 441 to S Magnolia Ave	OCA	3	NC	NC	NC	NC	800	--

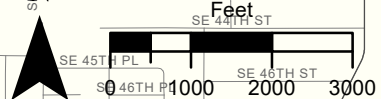
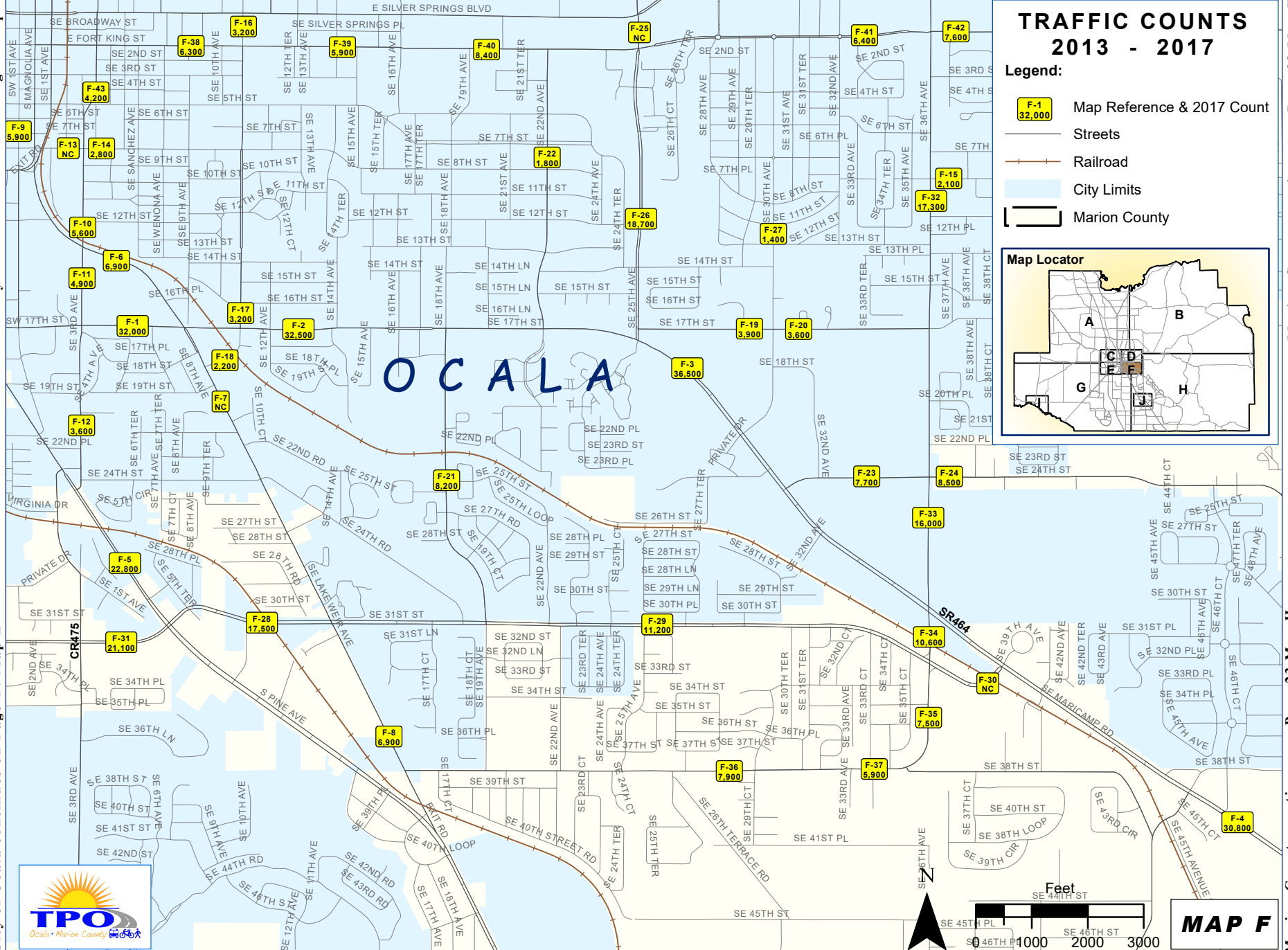
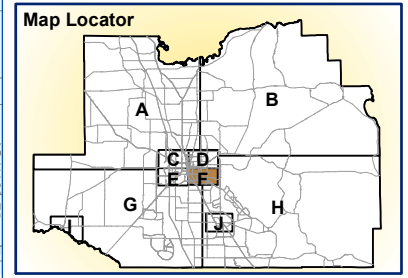
**Table E
City of Ocala - Southwest**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
S Magnolia Ave									
E-30	SE 3rd St to SE 8th St	OCA	1	5,400	NC	5,400	NC	3,600	-16.67%
MLK Jr. Ave									
E-31	SR 40 to SR 200	OCA	2	13,000	13,200	NC	NC	12,800	-0.75%
E-32	SR 200 to SW 17th St	OCA	3	7,200	7,200	7,500	NC	8,900	11.81%

TRAFFIC COUNTS 2013-2017; FILENAME: G:\COUNTS\CURRENT\MAPP NE OCALA.MXD; 1:2,375FT; PLOT DATE: 08.31.2018

TRAFFIC COUNTS 2013 - 2017

- Legend:**
- F-1
32,000 Map Reference & 2017 Count
 - Streets
 - Railroad
 - City Limits
 - Marion County



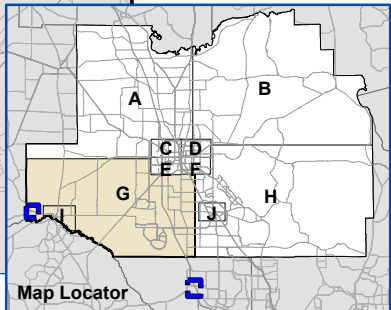
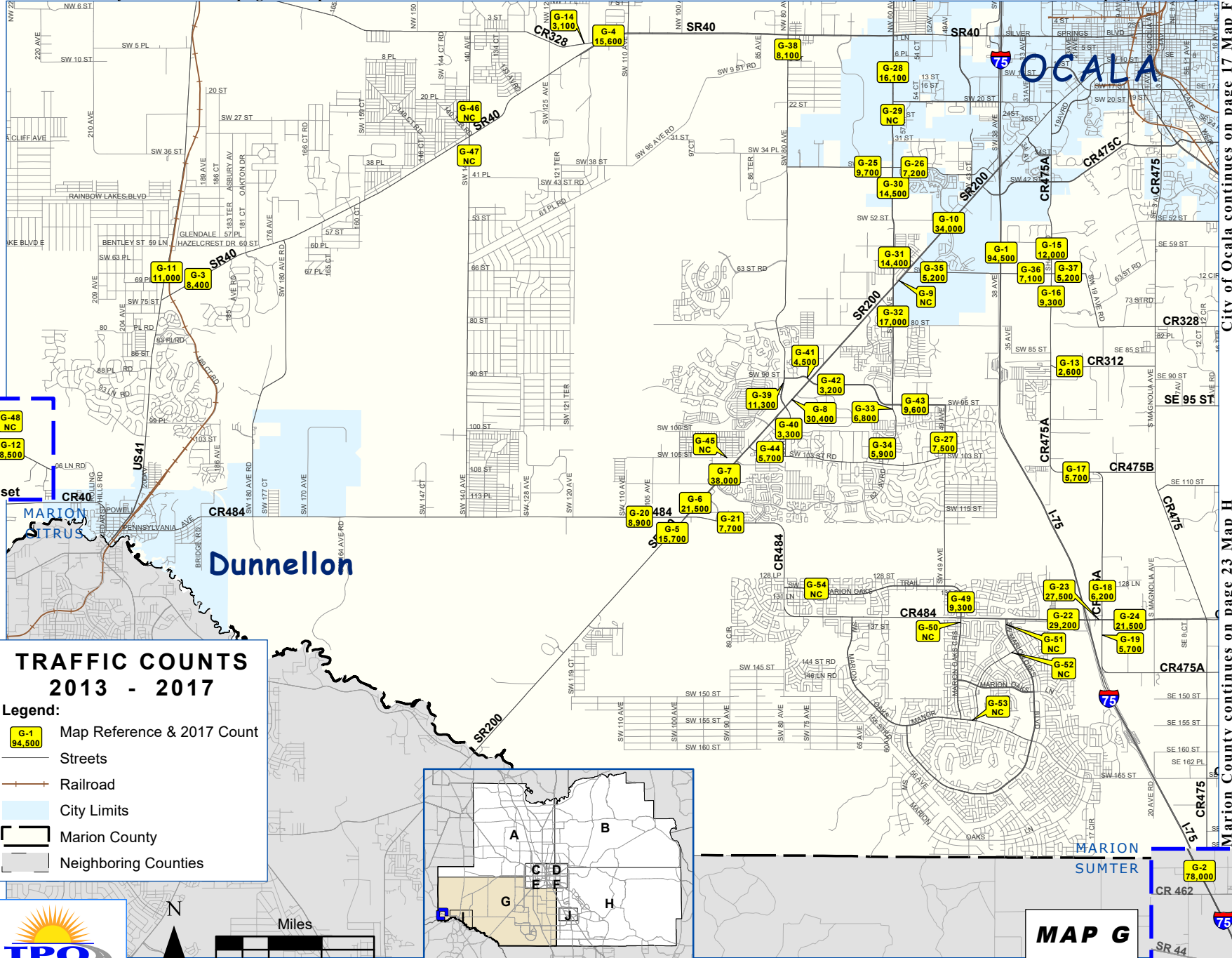
MAP F

**Table F
City of Ocala - Southeast**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 464									
F-1	US 441 to SE 11th Ave	FDOT	3	33,000	32,000	32,000	35,900	32,000	-0.43%
F-2	SE 11th Ave to SE 25th Ave	FDOT	2	31,500	33,000	34,000	32,300	32,500	0.85%
F-3	SE 25th Ave to SE 36th Ave	FDOT	3	33,000	33,000	33,500	37,100	36,500	2.66%
F-4	140 Ft E Of SE 47th Ave	FDOT	1	28,400	29,000	30,200	30,800	30,800	2.06%
US 441									
F-5	SE 23rd Pl to SE 31st St	OCA	1	23,000	23,000	23,000	23,000	22,800	-0.22%
CR 464A									
F-6	SW 10th Street to SR 464	OCA	1	8,800	NC	9,000	8,700	6,900	-7.25%
F-7	SR 464 to SE 31st Street	OCA	2	10,600	NC	NC	9,900	NC	--
F-8	N of SE 38th Street	MC	2	6,100	5,900	5,900	6,300	6,900	3.26%
SW 1st Ave									
F-9	SW 5th St to SW 8th St	OCA	1	NC	NC	NC	NC	5,900	--
SE 3rd Ave									
F-10	SE 8th St to CR 464A	OCA	2	NC	4,100	5,500	NC	5,600	17.98%
F-11	CR 464A to SR 464	OCA	3	NC	NC	4,900	NC	4,900	--
F-12	SR 464 to SE 23rd Pl	OCA	3	NC	NC	NC	NC	3,600	--
SE 8th St									
F-13	SE 1st Ave to SE 3rd Ave	OCA	3	3,700	NC	7,400	7,400	NC	50.00%
F-14	SE 3rd Ave to SE 11th Ave	OCA	3	3,800	NC	NC	NC	2,800	--
F-15	SE 36th Ave to SE 45th Ter	OCA	3	2,400	NC	NC	NC	2,100	--
SE 11th Ave									
F-16	SR 40 to SE Ft King St	OCA	1	NC	NC	2,700	2,700	3,200	9.26%
F-17	SE Ft King St to SR 464	OCA	3	NC	2,300	2,500	NC	3,200	18.35%
F-18	SR 464 to CR 464A	OCA	3	NC	2,800	NC	NC	2,200	--
SE 17th St									
F-19	SE 25th Ave to SE 30th Ave	OCA	3	4,000	3,600	3,800	NC	3,900	-0.60%
F-20	SE 30th Ave to SE 36th Ave	OCA	3	8,600	NC	NC	NC	3,600	--
SE 18th Ave									
F-21	SR 464 to SE 31st St	OCA	2	NC	7,500	7,100	NC	8,200	--
SE 22nd Ave									
F-22	SE Ft King St to SR 464	OCA	3	1,600	1,600	1,700	NC	1,800	4.04%
SE 24th St									
F-23	SR 464 to SE 36th Ave	OCA	3	7,900	NC	NC	NC	7,700	--
F-24	SE 36th Ave to SE 44th Ct	OCA	3	8,600	NC	NC	NC	8,500	--
SE 25th Ave									
F-25	SR 40 to SE Ft King St	OCA	2	NC	17,500	NC	NC	NC	--
F-26	SE Ft King St to SR 464	OCA	2	14,600	14,800	15,400	NC	18,700	8.95%
SE 30th Ave									
F-27	SE Ft King St to SE 17th St	OCA	3	NC	NC	NC	NC	1,400	--
SE 31st St									
F-28	US 441 to CR 464A	OCA	2	14,400	17,300	NC	17,600	17,500	7.10%
F-29	CR 464A to SE 36th Ave	OCA	1	11,800	NC	12,400	12,400	11,200	-1.53%
F-30	SE 36th Ave to SR 464	OCA	3	NC	11,500	NC	NC	NC	--
SE/SW 32nd St									
F-31	SW 7th Ave to US 441	MC	2	14,300	14,500	16,400	19,100	21,100	10.36%

**Table F
City of Ocala - Southeast**

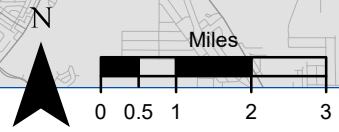
ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SE 36th Ave									
F-32	SE Ft King St to SE 17th St	OCA	1	18,800	19,400	18,000	18,000	17,300	-1.98%
F-33	SE 17th St to SR 464	OCA	2	15,900	15,900	18,400	NC	16,000	0.89%
F-34	SR 464 to SE 31st St	OCA	3	10,200	NC	NC	NC	10,600	--
F-35	SE 31st St to SE 38th St	MC	2	5,300	5,800	6,300	6,900	7,500	9.07%
SE 38th St									
F-36	CR 464A to SE 36th Ave	OCA	3	5,000	6,400	6,600	NC	7,900	16.94%
F-37	W of SE 36th Ave	MC	2	4,900	5,000	5,000	5,500	5,900	5.76%
Fort King St									
F-38	SE 1st Ave to SE 11th Ave	OCA	2	6,100	6,300	5,500	NC	6,300	1.71%
F-39	SE 11th Ave to SE 16th Ave	OCA	1	6,600	NC	6,300	6,300	5,900	-3.63%
F-40	SE 16th Ave to SE 25th Ave	OCA	3	6,100	6,500	7,900	NC	8,400	11.47%
F-41	SE 25th Ave to SE 36th Ave	OCA	1	5,300	NC	6,600	6,800	6,400	7.23%
F-42	SE 36th Ave to SR 35	OCA	2	6,700	6,400	6,200	NC	7,600	4.99%
SE Watula Ave									
F-43	SE Ft King St to SE 8th St	OCA	3	NC	NC	NC	NC	4,200	--



TRAFFIC COUNTS 2013 - 2017

Legend:

- G-1
94,500 Map Reference & 2017 Count
- Streets
- Railroad
- City Limits
- Marion County
- Neighboring Counties



TRAFFIC COUNTS 2013-2017; FILENAME: G:\COUNTS\CURRENT\MAPG SW MC.MXD, 1:13,500.FT; PLOT DATE: amc 08/31/2018

**Table G
Marion County - Southwest**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
G-1	.35 miles N of Williams Road	FDOT	3	77,500	80,800	87,000	90,500	94,500	5.09%
G-2	From SR 44 to CR 484	FDOT	3	64,000	66,500	75,500	72,500	78,000	5.26%
SR 40									
G-3	.422 mi NE of US 41	FDOT	3	7,600	7,700	7,900	8,200	8,400	2.54%
G-4	.371 mi E of CR 328	FDOT	3	13,400	13,700	14,200	15,000	15,600	3.88%
SR 200									
G-5	.2 mi SW of CR 484	FDOT	3	12,800	13,700	14,200	15,100	15,700	5.25%
G-6	.12 mi NE of CR 484	FDOT	3	17,900	18,300	19,500	19,900	21,500	4.72%
G-7	.985 mi NE of CR 484	FDOT	3	30,500	31,000	33,000	34,100	38,000	5.72%
G-8	S of SW 80th St	MC	3	18,000	18,700	23,500	29,200	30,400	14.48%
G-9	2.932 mi SW of I-75	FDOT	3	36,000	38,500	41,500	NC	NC	7.37%
G-10	I-75 to SW 66th St	OCA	1	37,500	37,000	38,500	NC	34,000	-2.99%
US 41									
G-11	.663 mi N of SR 40	FDOT	3	10,100	9,800	10,300	11,000	11,000	2.23%
CR 40									
G-12	E of CR 336	MC	2	2,600	2,600	2,500	9,100	8,500	86.72%
CR 312									
G-13	E of CR 475A	MC	2	2,400	2,300	2,500	2,400	2,600	2.22%
CR 328									
G-14	N of SR 40	MC	2	4,300	4,300	5,300	NC	3,100	-6.08%
CR 475A									
G-15	N of SW 66th St	MC	2	12,300	11,500	12,500	12,300	12,000	-0.46%
G-16	S of SW 66th St	MC	2	8,900	8,400	9,400	9,700	9,300	1.34%
G-17	W of CR 475B	MC	2	5,000	5,200	5,500	5,700	5,700	3.35%
G-18	N of CR 484	MC	2	4,800	5,700	5,700	6,000	6,200	6.84%
G-19	S of CR 484	MC	2	5,400	5,700	5,700	5,600	5,700	1.40%
CR 484									
G-20	W of SR 200	MC	2	7,800	8,600	8,500	9,500	8,900	3.64%
G-21	E of SR 200	MC	2	7,000	7,600	7,500	8,100	7,700	2.58%
G-22	W of I-75	MC	2	24,500	26,400	29,600	28,100	29,200	4.68%
G-23	E of I-75	MC	2	22,800	23,800	25,000	26,100	27,500	4.80%
G-24	E of CR 475A	MC	2	17,900	18,300	21,600	20,600	21,500	5.00%
SW 38th St									
G-25	W of SW 60th Ave	MC	2	7,500	7,200	8,300	8,000	9,700	7.23%
G-26	E of SW 60th Ave	MC	2	4,800	5,200	5,800	5,900	7,200	10.91%
SW 49th Ave									
G-27	N of SW 103rd St Rd	MC	2	7,400	8,700	8,100	8,100	7,500	0.82%
SW 60th Ave									
G-28	SR 40 to SW 20th St	OCA	2	14,000	12,800	NC	NC	16,100	8.60%
G-29	S of SW 20th St	MC	2	12,500	NC	NC	NC	NC	--
G-30	S of SW 38th St	MC	2	14,300	NC	NC	15,100	14,500	0.81%
G-31	N of SR 200	MC	3	13,700	12,700	14,400	14,800	14,400	4.49%
G-32	S of SR 200	MC	2	15,500	15,600	17,400	17,200	17,000	2.47%
SW 62nd Ave Rd									
G-33	S of SW 95th St	MC	2	6,300	6,300	6,600	7,100	6,800	2.03%
G-34	N of SW 103rd St Rd	MC	2	6,200	6,300	6,200	6,100	5,900	-1.22%

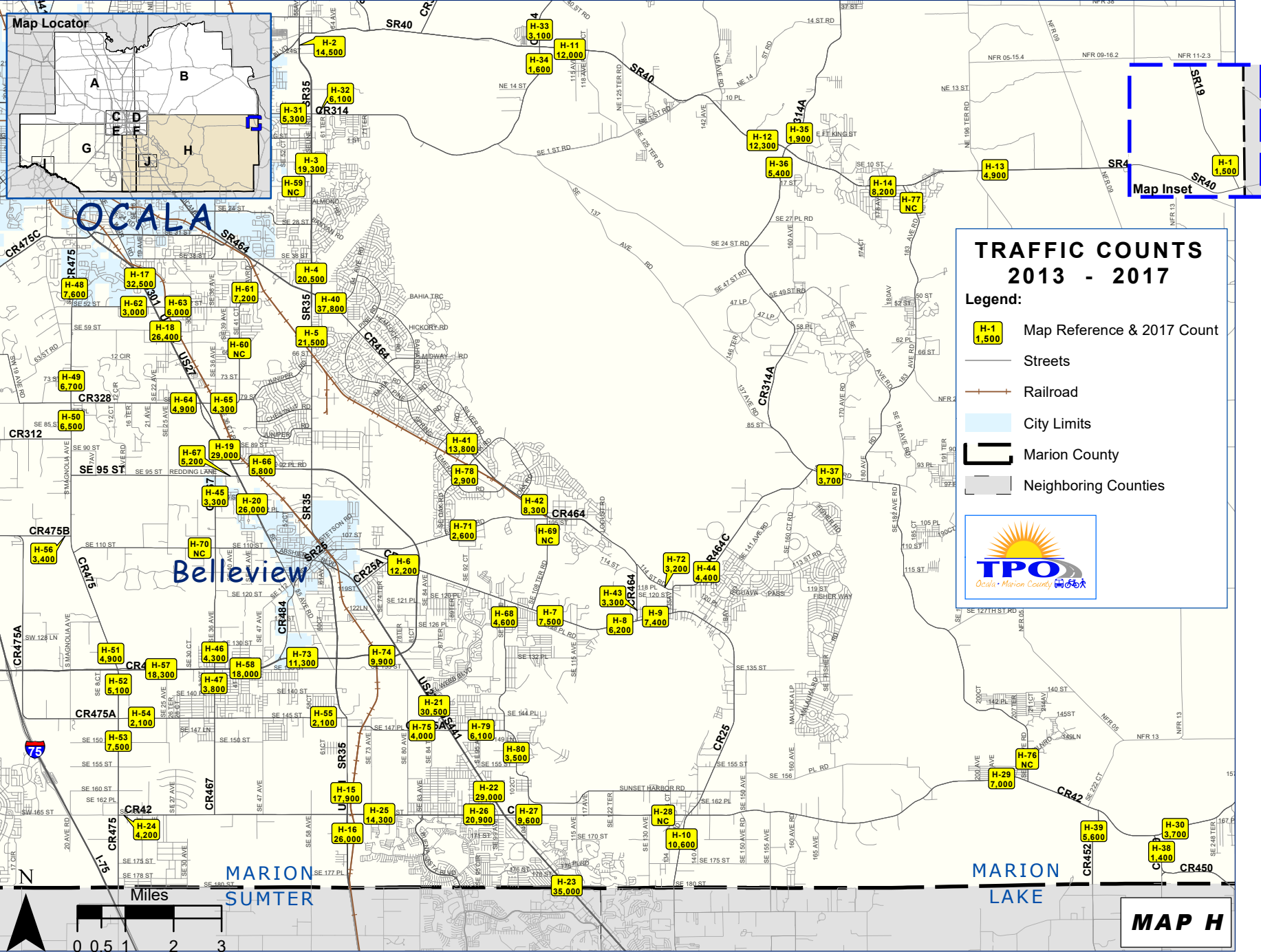
**Table G
Marion County - Southwest**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SW 66th St									
G-35	E of SR 200	MC	2	5,500	5,400	5,000	4,900	5,200	-1.28%
G-36	W of CR 475A	MC	2	7,900	7,000	7,300	7,300	7,100	-2.46%
G-37	E of CR 475A	MC	2	4,100	3,800	4,000	4,100	5,200	6.82%
SW 80th Ave									
G-38	S of SR 40	MC	2	6,100	6,100	6,300	6,700	8,100	7.63%
G-39	N of SR 200	MC	2	7,800	7,600	8,800	8,300	11,300	10.92%
G-40	S of SR 200	MC	3	2,500	3,300	2,700	2,800	3,300	8.84%
SW 90th St									
G-41	W of SR 200	MC	2	3,500	3,200	4,100	4,600	4,500	7.39%
SW 95th St Rd/SW 95th St									
G-42	E of SR 200	MC	2	2,300	2,400	2,400	2,800	3,200	8.83%
G-43	E of SW 62nd Ave Rd	MC	2	8,200	8,100	9,200	9,000	9,600	4.21%
SW 103rd St Rd									
G-44	E of SR 200	MC	2	4,700	5,700	5,600	5,600	5,700	5.33%
SW 105th St									
G-45	W of SR 200	MC	2	NC	NC	NC	NC	NC	--
SW 140th Ave									
G-46	N of SR 40	MC	2	NC	NC	NC	NC	NC	--
G-47	S of SR 40	MC	2	NC	NC	NC	NC	NC	--
CR 336									
G-48	N of CR 40	MC	3	NC	NC	NC	NC	NC	--
Marion Oaks Course									
G-49	N of CR 484	MC	3	8,000	8,100	8,700	9,100	9,300	3.86%
G-50	S of CR 484	FDOT	3	NC	5,100	NC	NC	NC	--
Marion Oaks Boulevard									
G-51	S of CR 484	FDOT	3	NC	12,100	NC	NC	NC	--
Marion Oaks Drive									
G-52	W of Marion Oaks Blvd	FDOT	3	NC	4,100	NC	NC	NC	--
Marion Oaks Manor									
G-53	W of Marion Oaks Dr	FDOT	3	NC	1,500	NC	NC	NC	--
Marion Oaks Trail									
G-54	E of SW 73rd Ave Rd	FDOT	3	NC	1,450	NC	NC	NC	--

City of Ocala continues on page 14 Map E

Marion County continues on page 20 Map G

TRAFFIC COUNTS 2013 - 2017; FILENAME: G:\COUNTS\CURRENT\MAPH SE MC MXD; 1:14,500FT; PLOT DATE: 08/31/2018



**Table H
Marion County - Southeast**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 19									
H-1	.24 mi N of SR 40	FDOT	3	1,300	1,400	1,400	1,700	1,500	4.34%
SR 35									
H-2	.643 mi S of SR 40	FDOT	3	12,800	12,900	12,900	14,700	14,500	3.34%
H-3	S of Fort King Street	MC	3	16,300	17,200	17,900	18,800	19,300	4.32%
H-4	.41 mi N of SR 464	FDOT	3	16,400	18,300	18,300	21,200	20,500	6.03%
H-5	1.053 mi S of SR 464	FDOT	3	18,300	19,200	20,300	19,800	21,500	4.19%
CR 25									
H-6	E of SR 35	MC	2	12,300	12,200	12,300	13,600	12,200	0.07%
H-7	.04 mi E of SE 108th Ter Rd	FDOT	3	5,900	5,900	6,100	7,400	7,500	6.51%
H-8	W of CR 464	MC	2	4,700	4,900	5,800	5,900	6,200	7.36%
H-9	E of CR 464	MC	2	7,200	7,100	6,900	7,400	7,400	0.76%
H-10	S of CR 42	MC	2	8,300	8,500	8,300	8,700	10,600	6.68%
SR 40									
H-11	.109 mi E of CR 314	FDOT	3	9,800	10,600	10,600	11,000	12,000	5.26%
H-12	.297 mi W of CR 314A	FDOT	3	11,200	11,000	11,100	11,400	12,300	2.43%
H-13	4.456 mi E of CR 314A	FDOT	3	4,100	4,000	4,000	4,300	4,900	4.75%
H-14	.072 mi W of SE 183rd Ave Rd	FDOT	3	7,100	6,800	7,100	7,200	8,200	3.87%
US 301									
H-15	.188 mi N of CR 42	FDOT	3	14,100	13,900	16,400	16,700	17,900	6.40%
H-16	.169 mi S of CR 42	FDOT	3	18,200	18,500	19,800	19,400	26,000	10.17%
US 441									
H-17	.215 mi S of CR 464A	FDOT	3	30,500	29,000	30,500	32,400	32,500	1.70%
H-18	S of SE 52nd St	MC	2	25,800	28,900	25,600	26,400	26,400	0.93%
H-19	.075 mi S of SE 38th Ter	FDOT	3	25,500	26,500	27,500	27,200	29,000	3.31%
H-20	N of 102nd Pl Rd	MC	2	25,500	25,000	25,600	26,300	26,000	0.51%
H-21	N of SE 147th Pl	MC	3	26,300	24,200	27,900	28,800	30,500	4.11%
H-22	.509 mi N of CR 42	FDOT	3	26,000	28,000	30,000	29,200	29,000	2.87%
H-23	S of CR 42	MC	3	29,100	32,300	33,600	34,600	35,000	4.79%
CR 42									
H-24	E of CR 475	MC	2	3,700	4,000	4,000	3,900	4,200	3.33%
H-25	E of US 301	MC	2	11,300	12,300	12,700	13,100	14,300	6.10%
H-26	W of US 441	MC	2	15,100	16,900	16,700	18,100	20,900	8.65%
H-27	E of US 441	MC	2	7,700	8,300	8,500	8,900	9,600	5.69%
H-28	528' W of CR 25	FDOT	3	6,900	6,700	6,900	6,900	NC	0.03%
H-29	W of SE 182nd Ave Rd	MC	2	5,900	6,300	6,300	6,800	7,000	4.41%
H-30	E of CR 450	MC	1	3,100	3,200	3,200	3,500	3,700	4.58%
CR 314									
H-31	W of SR 35	MC	2	4,900	5,300	5,400	5,200	5,300	2.07%
H-32	E of SR 35	MC	3	5,200	5,500	5,600	6,200	6,100	4.17%
H-33	N of SR 40	FDOT	3	NC	2,800	2,800	2,800	3,100	3.57%
H-34	S of SR 40	MC	2	NC	1,600	1,400	1,500	1,600	0.44%
CR 314A									
H-35	N of SR 40	MC	2	1,700	1,500	1,500	1,700	1,900	3.33%
H-36	S of SR 40	MC	2	5,100	5,200	5,300	5,500	5,400	1.46%
H-37	E of CR 464C	MC	2	3,100	3,300	3,200	3,500	3,700	4.63%
CR 450									
H-38	S of CR 42	MC	2	1,200	1,100	1,100	NC	1,400	6.31%
CR 452									
H-39	S of CR 42	MC	2	4,100	4,100	4,300	NC	5,600	11.70%

**Table H
Marion County - Southeast**

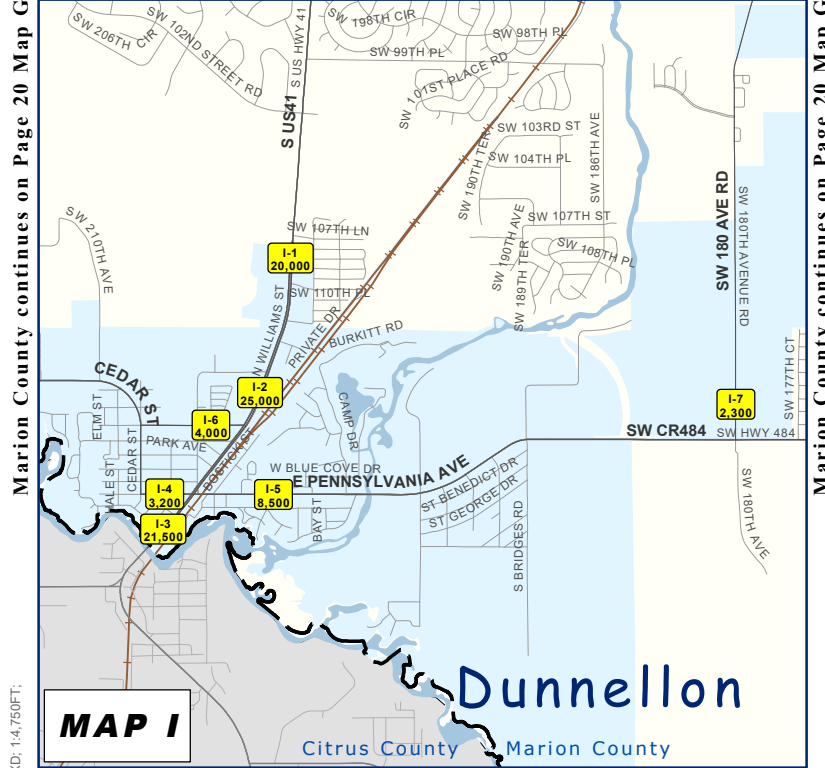
ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
CR 464									
H-40	E of SR 35	MC	2	28,500	30,300	34,600	34,200	37,800	7.47%
H-41	W of Oak Rd	MC	2	11,400	12,800	12,400	13,200	13,800	5.04%
H-42	W of SE 108th Ter Rd	MC	3	6,700	7,900	7,600	8,200	8,300	5.81%
H-43	N of CR 25	MC	2	2,400	2,600	2,800	3,000	3,300	8.29%
CR 464C									
H-44	E of SE 141st Terr	MC	2	3,900	3,800	3,800	4,300	4,400	3.23%
CR 467									
H-45	S of SE 95th St	MC	2	3,700	3,800	4,100	4,400	3,300	-1.77%
H-46	N of CR 484	MC	2	4,500	4,300	4,500	4,500	4,300	-1.06%
H-47	S of CR 484	MC	2	3,500	3,700	3,800	3,700	3,800	2.12%
CR 475									
H-48	N of SE 52nd St	MC	2	6,400	6,600	6,900	7,200	7,600	4.39%
H-49	N of CR 328	MC	2	5,600	5,700	5,800	6,000	6,700	4.66%
H-50	N of CR 312	MC	2	6,000	6,000	6,000	6,500	6,500	2.08%
H-51	N of CR 484	MC	3	4,300	4,300	4,100	4,600	4,900	3.52%
H-52	S of CR 484	MC	2	4,500	4,700	4,400	4,700	5,100	3.35%
H-53	S of CR 475A	MC	3	6,800	6,900	6,900	6,800	7,500	2.58%
CR 475A									
H-54	E of CR 475	MC	2	1,700	1,600	1,600	1,500	2,100	6.97%
H-55	W of US 301/SR 35	MC	2	2,300	2,200	2,200	2,200	2,100	-2.22%
CR 475B									
H-56	W of CR 475	MC	2	2,700	2,600	2,800	3,100	3,400	6.10%
CR 484									
H-57	E of CR 475	MC	2	14,000	14,200	15,700	16,400	18,300	7.01%
H-58	E of CR 467	MC	2	15,500	15,500	15,900	16,600	18,000	3.85%
SE 17th St									
H-59	W of SR 35	MC	2	NC	NC	NC	NC	NC	--
SE 41st Ct									
H-60	N of SE 66th St	MC	2	NC	3,800	NC	NC	NC	--
SE 44th Ave Rd									
H-61	N of SE 52nd St	MC	2	6,400	6,700	6,800	6,900	7,200	3.00%
SE 52nd St									
H-62	W of US 441	MC	2	2,200	2,500	2,500	2,700	3,000	8.19%
H-63	E of US 441	MC	2	4,900	4,800	5,300	5,100	6,000	5.56%
SE 80th St									
H-64	W of US 441	MC	2	4,000	4,100	4,200	4,500	4,900	5.24%
H-65	E of US 441	MC	2	3,800	3,900	3,900	4,000	4,300	3.17%
SE 92nd PI Rd									
H-66	E of US 441	MC	2	4,900	5,200	5,400	5,500	5,800	4.32%
SE 95th St									
H-67	W of US 441	MC	2	4,800	5,100	5,200	5,200	5,200	2.05%
SE 100th Ave									
H-68	S of CR 25	MC	2	3,800	3,800	3,700	4,200	4,600	5.10%
SE 108th Ter Rd									
H-69	S of SE 110th St Rd	MC	2	NC	NC	1,600	NC	NC	--
SE 110th St									
H-70	W of CR 467	MC	2	NC	NC	1,600	NC	NC	--

**Table H
Marion County - Southeast**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SE 110th St Rd									
H-71	E of Oak Rd	MC	2	2,100	2,100	2,300	2,400	2,600	5.55%
SE 114th St Rd									
H-72	W of CR 464C	MC	2	2,500	2,900	3,100	3,400	3,200	6.67%
SE 132nd St									
H-73	E of CR 484	MC	2	8,200	8,600	9,800	11,400	11,300	8.57%
H-74	W of US 441	MC	2	7,300	7,400	8,300	9,800	9,900	8.16%
SE 147th St / 147th PI									
H-75	W of US 441	MC	2	3,700	3,700	3,900	4,300	4,000	2.17%
SE 182nd Ave Rd									
H-76	N of CR 42	MC	2	NC	NC	1,900	NC	NC	--
SE 183rd Ave Rd									
H-77	S of SR 40	MC	2	NC	NC	NC	NC	NC	--
SE Oak Rd									
H-78	S of CR 464	MC	2	3,200	3,200	3,100	3,100	2,900	-2.39%
Sunset Harbor Rd									
H-79	E of US 441	MC	2	6,000	NC	5,700	6,000	6,100	0.64%
H-80	N of SE 155th St	MC	2	3,700	3,900	3,900	3,900	3,500	-1.21%

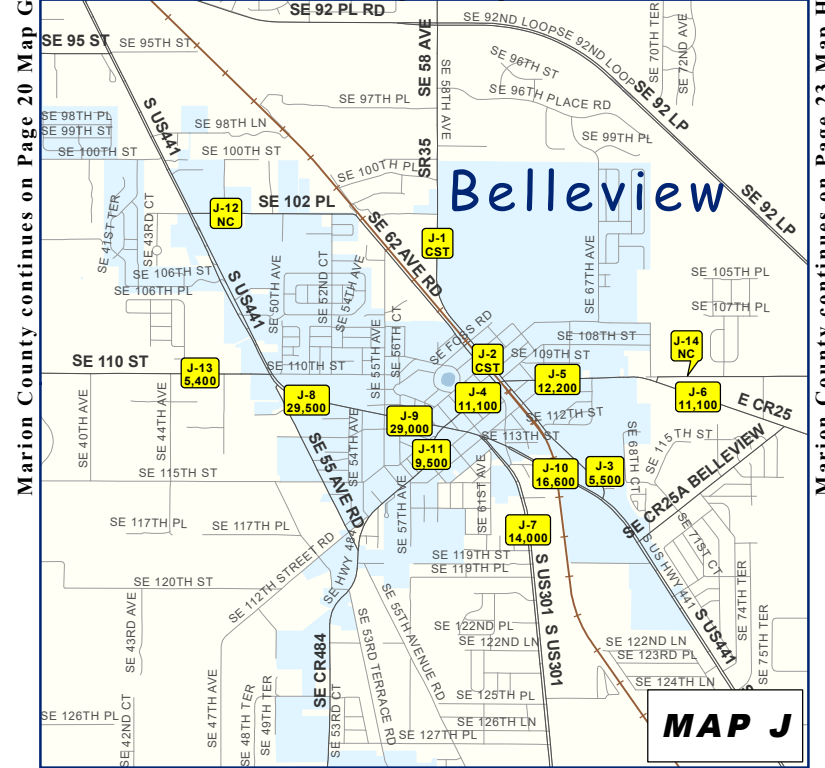
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Marion County continues on Page 20 Map G



Marion County continues on Page 20 Map G

Marion County continues on Page 23 Map H

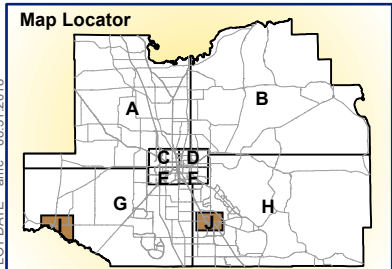


Marion County continues on Page 23 Map H

TRAFFIC COUNTS 2013 - 2017

Legend

- I-1
20,000 Map Reference & 2017 Count
- Streets
- Railroad
- Lakes and Rivers
- City Limits
- Marion County
- Neighboring Counties



**Table I
City of Dunnellon**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
US 41									
I-1	1.027 mi N of CR 484	FDOT	3	17,900	18,100	19,100	19,400	20,000	2.83%
I-2	.549 mi N of CR 484	FDOT	3	23,000	23,000	24,000	24,000	25,000	2.13%
I-3	.01 mi N of Citrus Co Line	FDOT	3	18,800	18,700	19,600	19,800	21,500	3.47%
CR 40									
I-4	W of US 41	MC	2	3,100	3,200	2,900	3,300	3,200	1.15%
CR 484									
I-5	E of US 41	MC	2	8,500	8,300	7,500	8,400	8,500	0.30%
Powell Rd									
I-6	W of US 41	MC	2	3,500	3,600	3,500	3,700	4,000	3.48%
SW 180th Ave Rd									
I-7	N of CR 484	MC	2	2,400	2,400	2,300	2,600	2,300	-0.67%

**Table J
City of Belleview**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 35									
J-1	S of SE 97th Place	MC	3	15,200	15,800	15,500	14,800	CST	-0.82%
J-2	.104 mi N of SR 25	FDOT	3	14,300	14,600	16,200	16,500	CST	4.97%
Baseline Extension									
J-3	SE 110th St to US 441	MC	2	4,700	4,900	5,200	5,700	5,500	4.12%
CR/SR 25									
J-4	W of SR 35	MC	2	10,700	11,100	12,900	12,100	11,100	1.37%
J-5	E of SR 35	MC	2	12,300	12,200	NC	13,600	12,200	0.12%
J-6	E of SE 110th St Rd	MC	2	9,300	9,000	8,800	9,600	11,100	4.82%
US 301									
J-7	.043 mi N of SE 118th Pl	FDOT	3	12,900	13,200	13,600	13,800	14,000	2.07%
US 441									
J-8	.666 mi N of SR 25	FDOT	3	27,500	28,000	25,500	27,700	29,500	2.00%
J-9	.152 mi NW of SR 25	FDOT	3	28,000	28,500	29,500	27,600	29,000	0.98%
J-10	.542 mi SE of US 301	FDOT	3	15,600	15,500	15,500	15,800	16,600	1.59%
CR 484									
J-11	W of US 441	MC	2	8,000	8,200	8,000	8,800	9,500	4.50%
SE 102nd Pl									
J-12	E of US 441	MC	3	NC	4,100	4,300	NC	NC	--
SE 110th St									
J-13	W of US 441	MC	--	4,700	5,400	5,200	5,300	5,400	3.75%
SE 110th St Rd									
J-14	E of CR 25	MC	2	NC	NC	NC	NC	NC	--

TRAFFIC COUNTS 2017 MOST HEAVILY TRAVELED CORRIDORS

Legend:

Corridor Segments



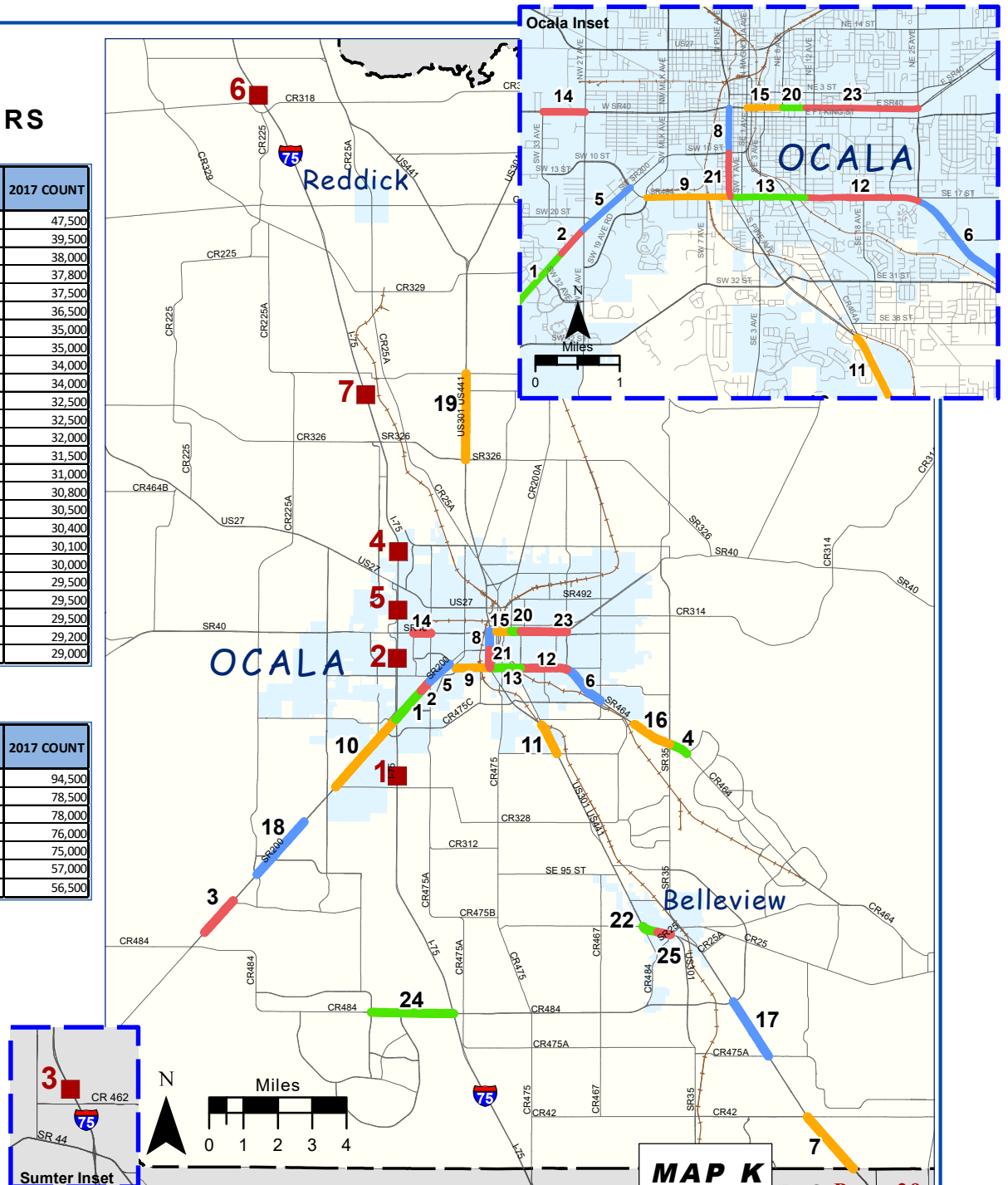
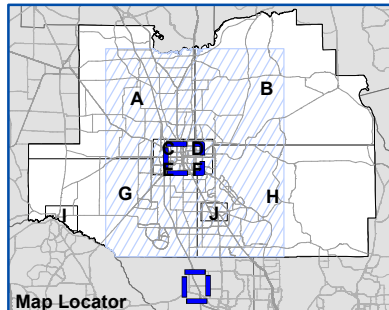
Color is for graphical purposes: to aid in distinguishing corridor segments.

RANK	2017 MAP REF	CORRIDOR	SEGMENT LOCATION	2017 COUNT
1	E-2	SR 200	0.528 mi E of I-75	47,500
2	E-3	SR 200	SW 26th St to SW 27th Ave	39,500
3	G-7	SR 200	.985 mi NE of CR 484	38,000
4	H-40	CR 464	E of SR 35	37,800
5	E-4	SR 200	SW 27th Ave to SW 17th St	37,500
6	F-3	SR 464	SE 25th Ave to SE 36th Ave	36,500
7	H-23	US 441	S of CR 42	35,000
8	E-9	US 441	0.12 mi S of SR 40	35,000
9	E-8	SR 464	SW 19th Ave Rd to SW 7th Ave	34,000
10	G-10	SR 200	I-75 to SW 66th St	34,000
11	H-17	US 441	.215 mi S of CR 464A	32,500
12	F-2	SR 464	SE 11th Ave to SE 25th Ave	32,500
13	F-1	SR 464	US 441 to SE 11th Ave	32,000
14	C-5	SR 40	SW 27th Ave to SW 33rd Ave	31,500
15	D-1	SR 40	N Magnolia Ave to NE 8th Ave	31,000
16	F-4	SR 464	140 Ft E of SE 47th Ave	30,800
17	H-21	US 441	N of SE 147th Pl	30,500
18	G-8	SR 200	S of SW 80th St	30,400
19	A-20	US 441	.3 mi N of SR 326	30,100
20	D-2	SR 40	NE 8th Ave to NE 11th Ave	30,000
21	E-10	US 441	0.146 mi S of SR 200	29,500
22	J-8	US 441	.666 mi N of SR 25	29,500
23	D-3	SR 40	NE 11th Ave to NE 25th Ave	29,500
24	G-22	CR 484	W of I-75	29,200
25	J-9	US 441	.152 mi NW of SR 25	29,000

I-75 Counts

■ Count Stations

RANK	2017 MAP REF	CORRIDOR	SEGMENT LOCATION	2017 COUNT
1	G-1	I-75	.35 miles N of Williams Road	94,500
2	E-1	I-75	.586 mi S of SR 40	78,500
3	G-2	I-75	From SR 44 to CR 484	78,000
4	C-1	I-75	.986 mi N of US 27	76,000
5	C-2	I-75	.376 mi S of US 27	75,000
6	A-1	I-75	.527 mi N of CR 318	57,000
7	A-2	I-75	1.469 mi N of SR 326	56,500



TRAFFIC COUNTS 2013-2017: FILENAME: G:\COUNTS\CURRENT\MAPK.RANK.WXD; 1:24-500FT; OCALA INSET: 1:10,000FT; PLOT DATE: amc 08.31.2018



September 14, 2018

TO: TPO Board Members

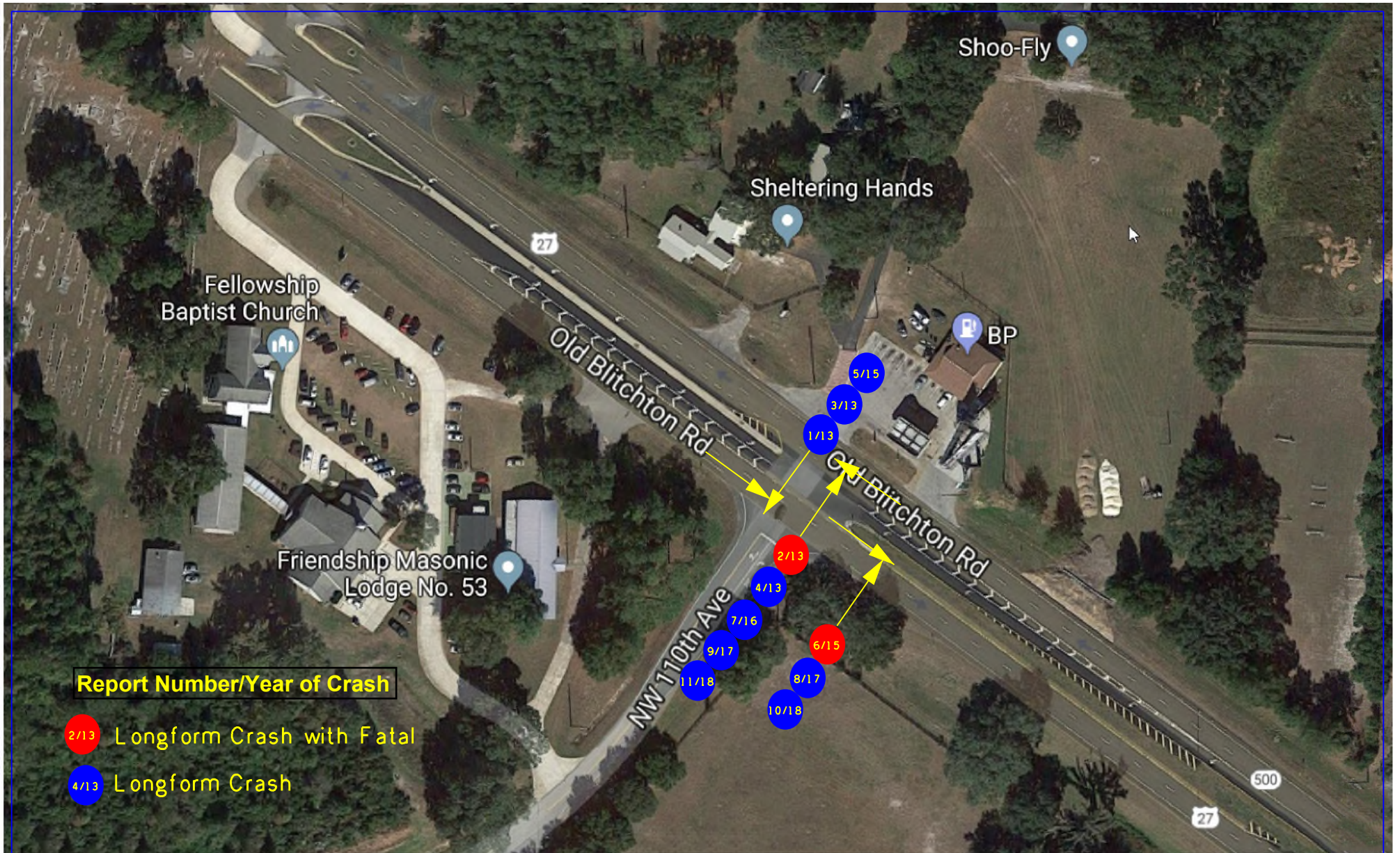
FROM: Michael Daniels, Director

RE: CR 464B and US 27 Intersection Qualitative Assessment Study

Based on a Qualitative Assessment Study that was completed in 2017, FDOT has put together 90% design plans for intersection improvements at CR 464B and US 27. The purpose of the assessment was to evaluate the prevailing operating traffic flow conditions and identify areas where improvements would be beneficial for safety and efficiency reasons.

FDOT staff will present their findings and will be available to answer comments and concerns from the TPO Board.

Should you have any questions regarding the study, please contact me in our office at 629-8297.



Report Number/Year of Crash

● 2/13 Longform Crash with Fatal

● 4/13 Longform Crash

CROSS STREET(S)	MILE POST		STATE OF FLORIDA DOT		CR 464B @ US 27	SHEET NO.
			ROAD NO.	COUNTY	SECTION NUMBER	
			Marion			

PRE-CONSTRUCTION NOTES:

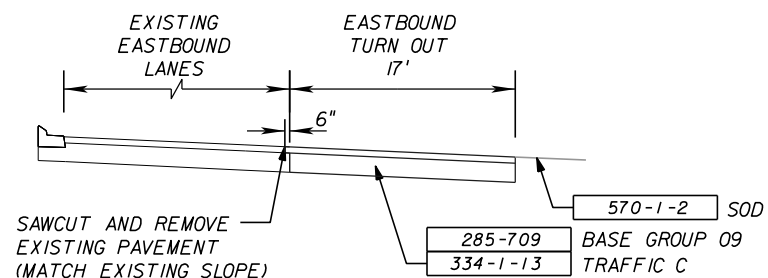
1. CONTRACTOR TO NOTIFY THE FLORIDA DEPARTMENT OF TRANSPORTATION ED DRAGANCHUK (386-943-5313) AND XXX OF MARION COUNTY AT (XXX-XXX-XXXX) TWO BUSINESS DAYS PRIOR TO BEGINNING CONSTRUCTION.
2. CONTRACTOR TO SUBMIT CONCRETE DESIGN MIXES TO PROJECT ENGINEER 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

GENERAL NOTES:

1. THERE ARE NO LANE CLOSURES ON US 27 FROM 5:00 PM - 6:00 PM WESTBOUND. ALL LANE CLOSURES SHALL BE APPROVED BY THE PROJECT ENGINEER.
2. CONTRACTOR SHALL USE OPTIONAL SHOULDER TREATMENT FOR DROPOFF PROTECTION PER INDEX 600.
3. PROPOSED DIRECTIONAL MEDIAN SHALL PROVIDE PROPER DRAINAGE FLOW. (SEE TYPICALS)
4. TRAFFIC CONTROL SHALL BE PERFORMED IN ACCORDANCE WITH FLORIDA DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS INDICIES 600 AS APPLICABLE. EXISTING SPEED LIMITS SHALL BE MAINTAINED DURING CONSTRUCTION.
5. THE BASELINE IS CENTERED ALONG US 27, WITH STATION 20+00 ALIGNED WITH THE POWER POLE LOCATED 80.5' NORTH OF BASELINE.
6. ARROWS AND MESSAGES TO BE PLACED PER INDEX NO. 17346.
7. RADIUS AND OFFSET DIMENSIONS ARE SHOWN TO THE FACE OF CURB.
8. EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.
9. PAY ITEM 522-2 WILL BE USED TO PLACE THE 5" CONCRETE WITHIN THE MEDIAN NOSES AND DIRECTIONAL MEDIAN.

UTILITY CONTACTS:

CENTURYLINK DALE ELLIS 352-326-1493

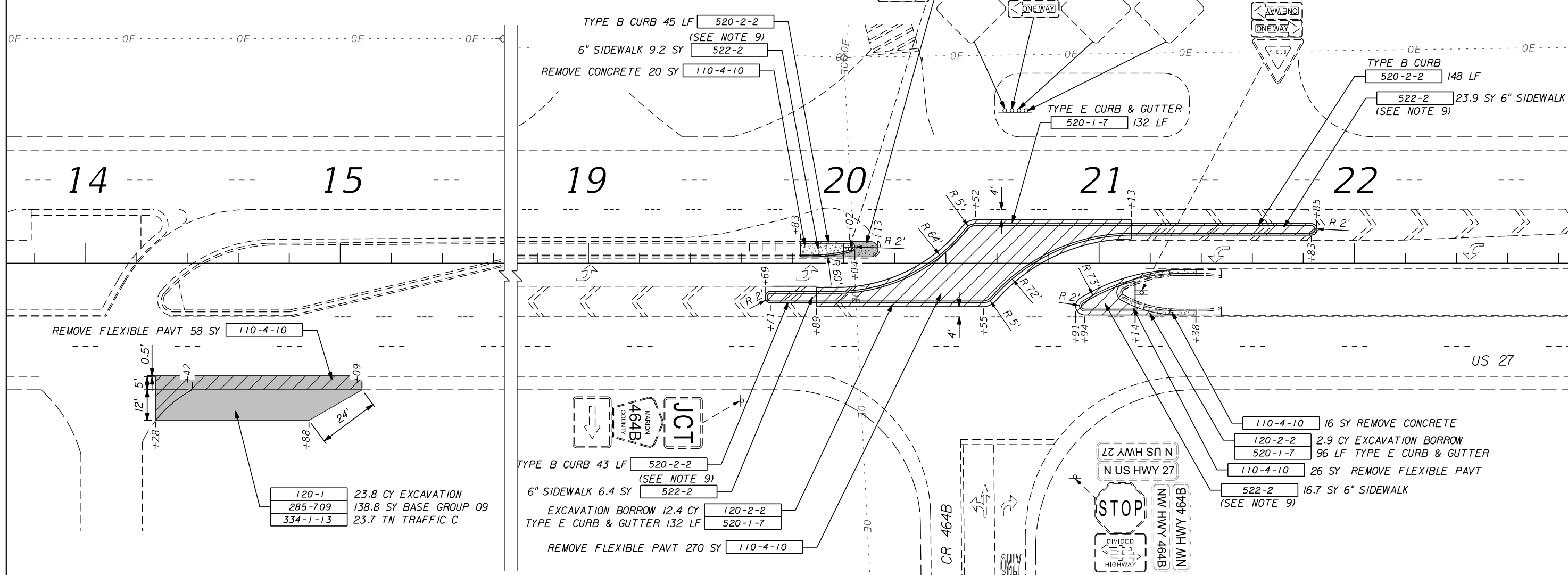


TURN OUT TYPICAL SECTION (NTS)
STATION 14+28 TO 15+09



LEGEND

- CONCRETE REMOVAL
- FLEXIBLE REMOVAL
- WIDENING



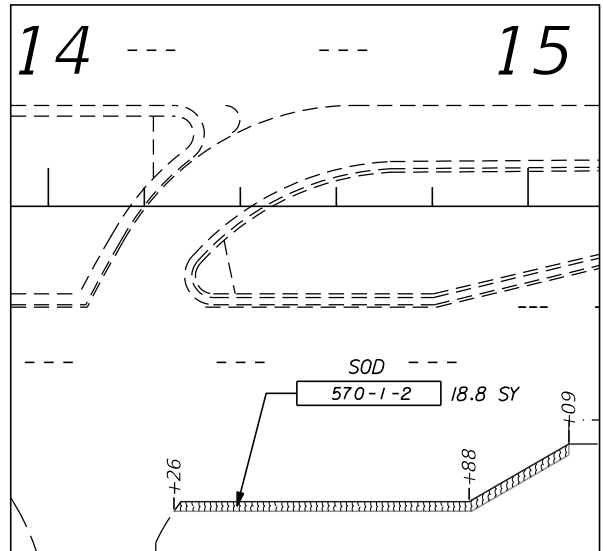
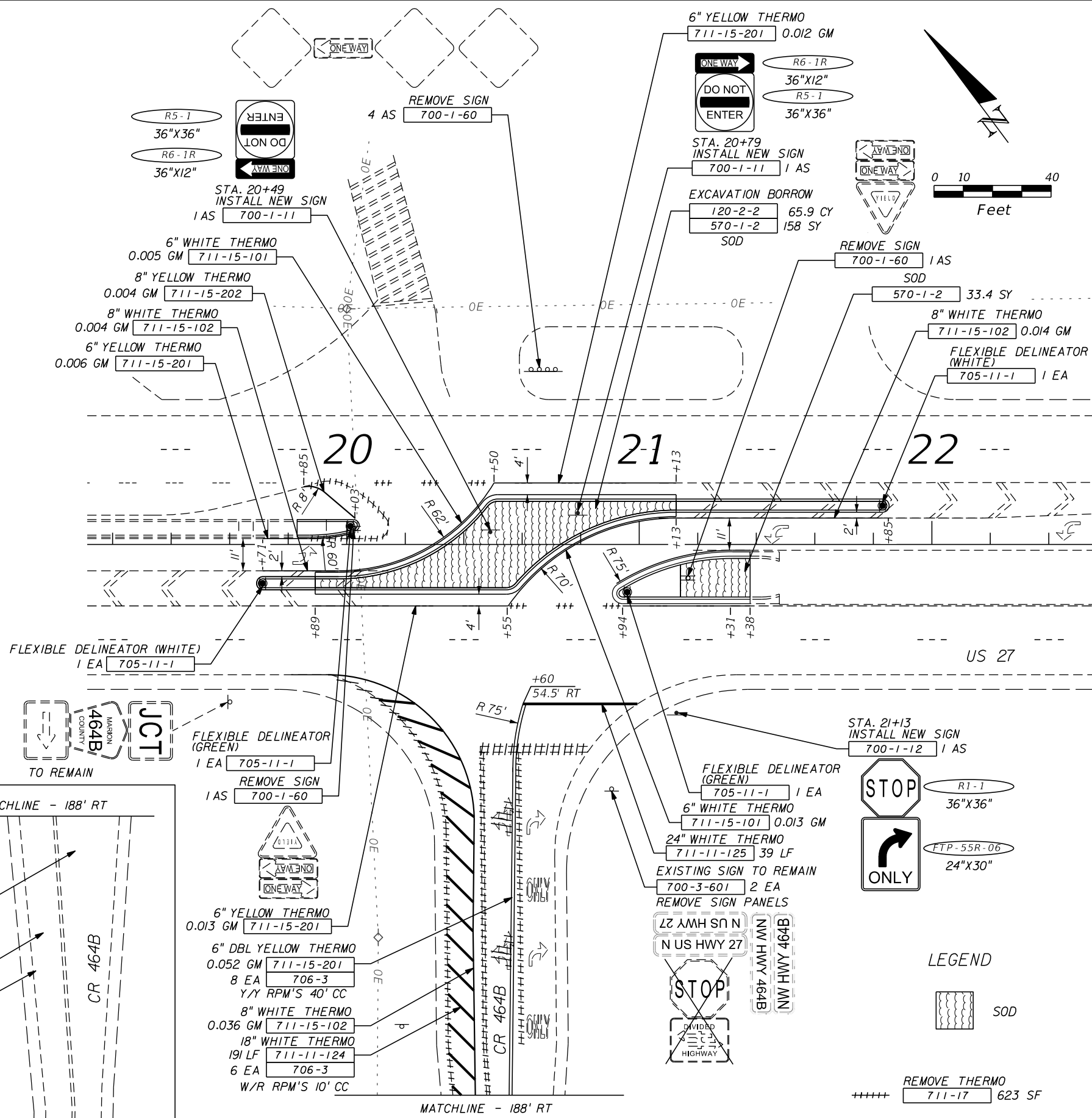
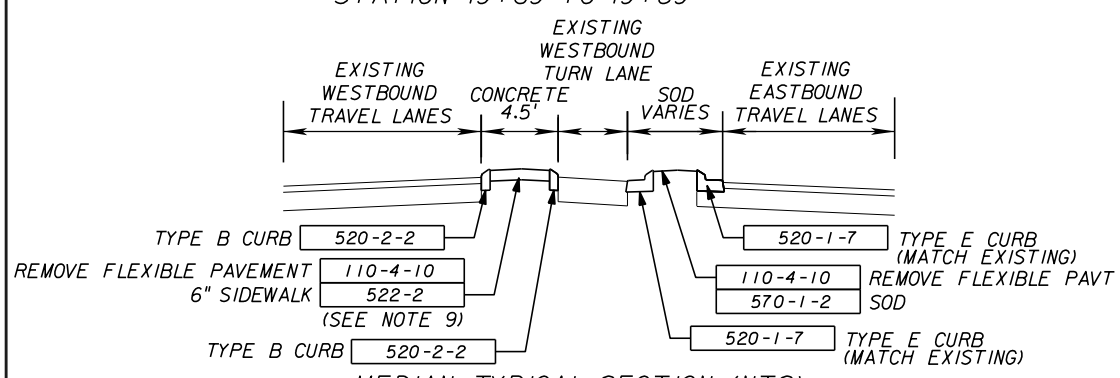
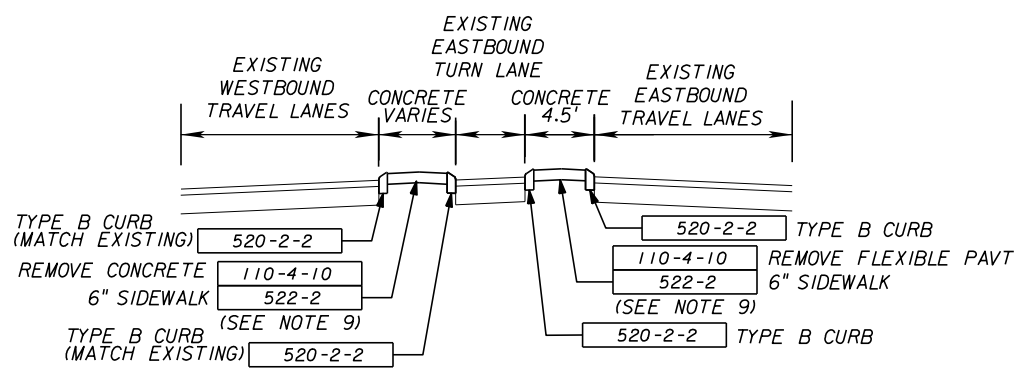
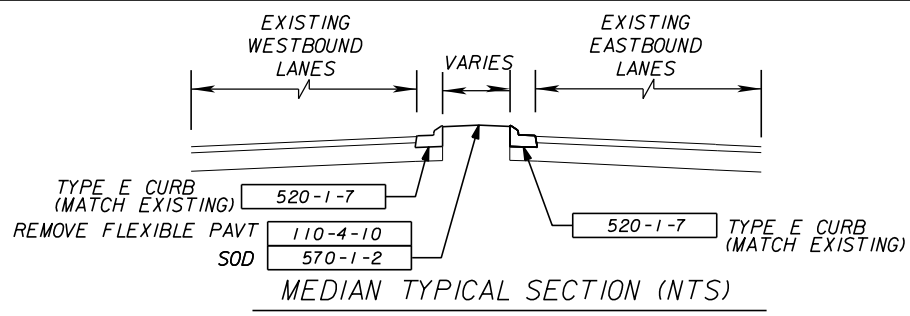
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ASPIREON CONSULTING GROUP, INC.
DEBORAH GRAEBER, P.E. NO.58624
821 PALMETTO TERRACE OVIEDO, FL 32765
(407) 967-5639
CERTIFICATE OF AUTHORIZATION 28739

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
500	MARION	238002-3-52

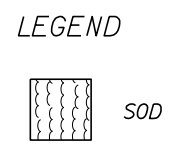
US 27 AT CR 464B
SECTION 36070 M.P. 10.704
MARION COUNTY

SHEET NO.
1



- 6" DBL YELLOW THERMO
0.038 GM 711-15-201
4 EA 706-3
Y/Y RPM'S 40' CC
- 8" WHITE THERMO
0.019 GM 711-15-102
- 18" WHITE THERMO
59 LF 711-11-124
9 EA 706-3
W/R RPM'S 10' CC

- 6" YELLOW THERMO
0.013 GM 711-15-201
- 6" DBL YELLOW THERMO
0.052 GM 711-15-201
8 EA 706-3
Y/Y RPM'S 40' CC
- 8" WHITE THERMO
0.036 GM 711-15-102
- 18" WHITE THERMO
191 LF 711-11-124
6 EA 706-3
W/R RPM'S 10' CC



++++ REMOVE THERMO
711-17 623 SF

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ASPIREON CONSULTING GROUP, INC.
DEBORAH GRAEBER, P.E. NO.58624
821 PALMETTO TERRACE OVIEDO, FL 32765
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
500	MARION	238002-3-52

US 27 AT CR 464B
SECTION 36070 M.P. 10.704
MARION COUNTY

SHEET NO.
2

QUALITATIVE ASSESSMENT

For
US 27 at CR 464B

Marion County
Section 36070
Mile Post 10.704

Prepared for:

THE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5 TRAFFIC OPERATIONS

719 South Woodland Boulevard
DeLand, Florida 32720



Continuing Services Contract for Traffic Operations
Financial Project No. 237988-1-32-11
Contract C-9R60
Work Order No. 1
Study 1

Prepared by:

Vanasse Hangen Brustlin, Inc.
225 East Robinson Street, Suite 300
Orlando, FL 32801

July 2017

Engineer of Record: Jennifer M. DiStefano



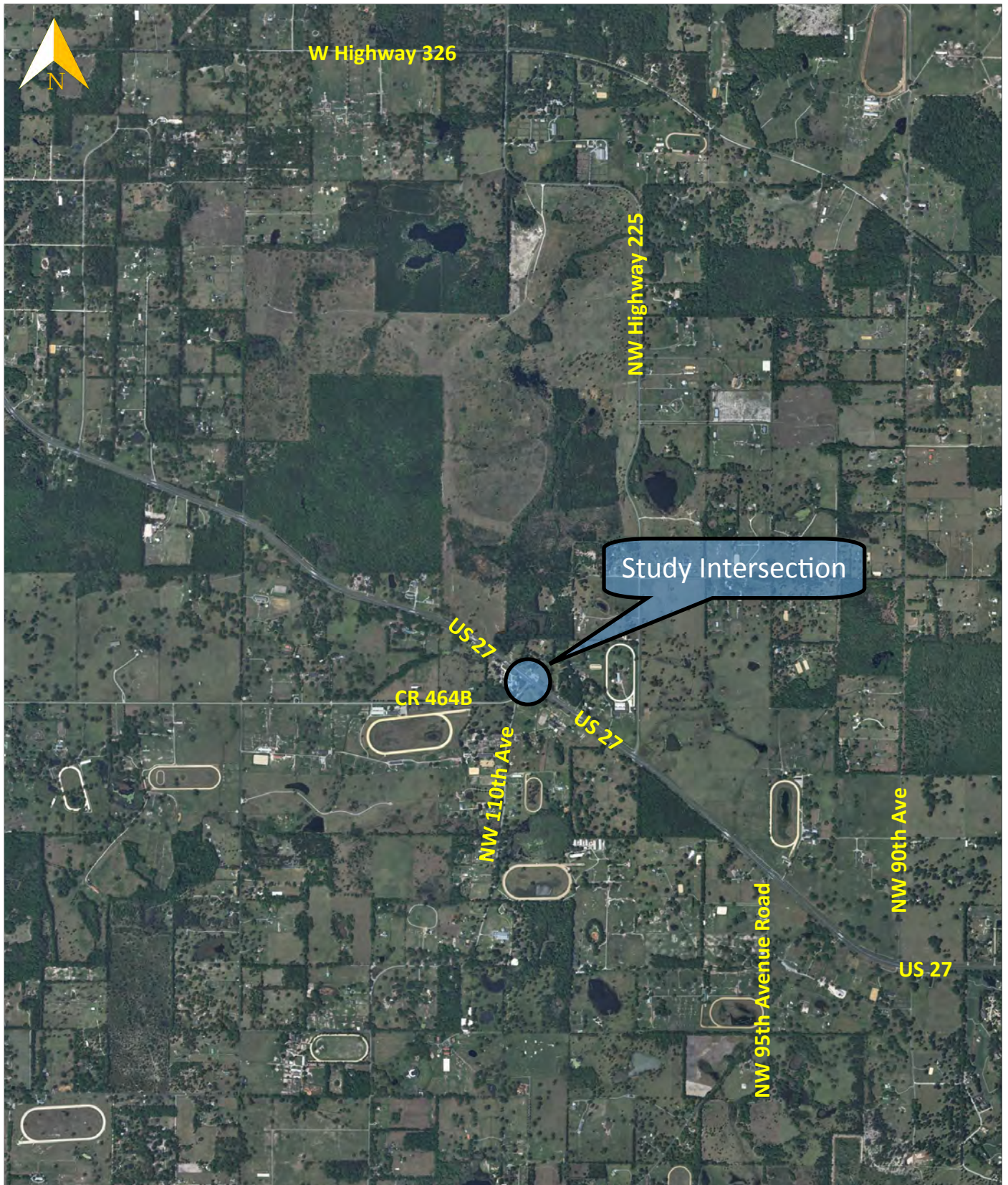


Figure 1 - Location Map

Study Intersection
US 27 at CR 464B (Northwest 110th Ave)
Ocala, Marion County
Section 36070000 MP 10.704

ArcMaps by Esri July 7th, 2017

EXISTING CONDITION

The characteristics of the study intersection of US 27 and CR 464B located in the City of Ocala in Marion County are summarized below. An intersection condition diagram and photographs of each respective approach are provided in the following pages.

Features	Description
Main Street	US 27 oriented north-south; 4-lane median divided rural section with turn lanes at the intersection; - southbound approach features Type D curb with concrete median separator between the curb; - northbound approach features Type E curb around the nose of the grass median.
Minor Street	CR 464B approaches intersection from the west; 2-lane Rural Minor Collector, rural section with turn lanes at the intersection; BP Gas Station driveway approaches intersection from the east
Number of Intersection Approach Lanes	NB Approach: 1 LT Lane & 2 Thru Lanes SB Approach: 1 LT Lane & 2 Thru Lanes EB Approach (CR 464B): 1 Left/Thru Lane & 1 RT Lane WB Approach (BP Driveway): 1 Multi-Purpose Lane
Traffic Control	STOP sign facing the EB direction (CR 464B) Yield signs posted in the median facing both EB and WB LT's No posted controls in BP Gas Station driveway
Posted Speeds	US 27: 65 mph CR 464B: 55 mph BP Gas Station Driveway: none
Sidewalks	None present on US 27, CR 464B, or BP Gas Station Driveway
Pedestrian/Bicycle Generators	BP Gas Station-Convenience Store located on the east side of the intersection
Nearest Signalized Intersections	Full signal 6.5 mi. to the south and flashing beacon 3.3 mi. to the north; none to the west.
Roadway Lighting	None on US 27 or CR 464B; Lighting at the pumps within the BP Gas Station
Surrounding Development	Rural on US 27 approaching the intersection from both directions. This area has a number of large horse farms abutting the road. Rural residential/farming on CR 464B, low density.

**US 27 at CR 464B
North Approach**



Exhibit 1: Looking south into the intersection along US 27



Exhibit 2: Looking north from the intersection along US 27

**US 27 at CR 464B
South Approach**



Exhibit 3: Looking north into the intersection along US 27



Exhibit 4: Looking south from the intersection along US 27

US 27 at CR 464B
West Approach



Exhibit 5: Looking east into the intersection along CR 464B



Exhibit 6: Looking west from the intersection along CR 464B

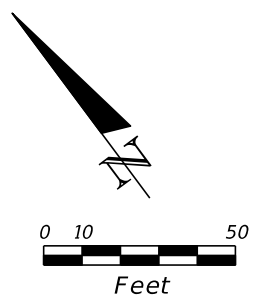
US 27 at CR 464B
East Approach



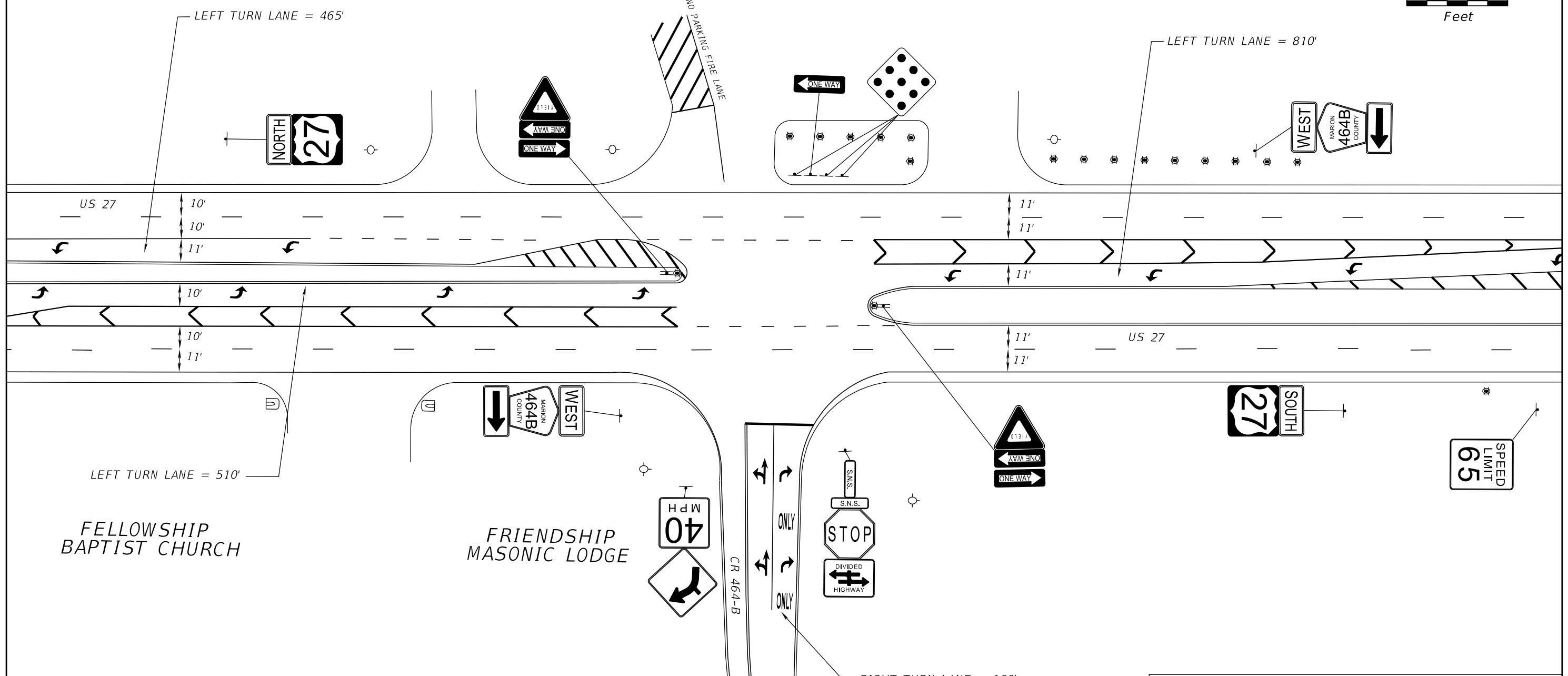
Exhibit 7: Looking west into the intersection along BP Gas Station driveway



Exhibit 8: Looking east from the intersection along the BP Gas Station driveway



BP GAS STATION



LEGEND

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Vanasse Hangen Brustlin, Inc.
 Transportation, Land Development,
 Environmental Services
 225 E. Robinson St., Suite 300
 Landmark Center Two
 Orlando, FL 32801 (407)839-4006
 Certificate of Authorization # 3932

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
27	MARION	

CONDITION DIAGRAM
US 27 AT CR 464B

FIGURE NO.
 2

COLLISION ANALYSIS

According to crash records obtained by VHB from Signal4Analytics and CARS, there were seven crashes reported at the intersection during the latest 24-month period covering January 1, 2015 to December 31, 2016. Of the seven reported crashes, one included a fatality, two were injury crashes and four were property damage only crashes. The total property damage from the crashes was estimated at \$88,800. A collision diagram and collision summary table are provided in the following pages.

The number of crashes by type are as follows:

- Angle 4 (57.0% of total, 3 in 2015 and 1 in 2016)
- Rear-End 3 (43.0%, 3 in 2016)

One angle crash (#1), a property damage only crash, involved a southbound US 27 motorist and a westbound motorist exiting the BP Gas Station Driveway. The contributing cause cited for this crash was FTYRW.

The angle crash which resulted in the fatality (#2) occurred when a motorist entered the roadway traveling east from CR 464B in front of an approaching motorist traveling southbound on US 27. The eastbound operator stopped the vehicle in the inside lane of US 27 prior to the crash. Alcohol was found in the system of one operator, however, the amount was small and not believed to have impaired the operator's judgement. The contributing cause was cited as FTYRW.

The angle crash which resulted in the injury (#4) and one of the property damage only angle crashes (#3) occurred when a motorist moving east from CR 464B across the intersection into the BP Gas Station Driveway was hit by an approaching motorist traveling northbound on US 27. In the injury crash (#4), the eastbound operator indicated that her visibility of oncoming traffic was impacted by a large truck stopped in the northbound left turn lane. The contributing cause in both crashes was cited as FTYRW, which is typical for angle type collisions.

The rear end crashes (#5, #6, #7) occurred on CR 464B traveling east towards the intersection, and were the result of the trailing motorist thinking that the lead motorist had started and continued moving, only to realize too late that the lead motorist had stopped. The contributing causes were cited as careless driving.

Contributing causes cited in the crash reports are summarized as follows:

- FTYRW 4 (57.0%)
- Careless Driving 3 (43.0%)

Lighting conditions are summarized as follows:

- Daytime 6 (86.0%)
- Dusk 1 (14.0%)

Pavement conditions are also summarized as follows:

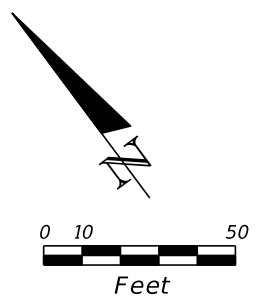
- Dry Pavement 6 (86.0%)

- Wet Pavement 1 (14.0%)

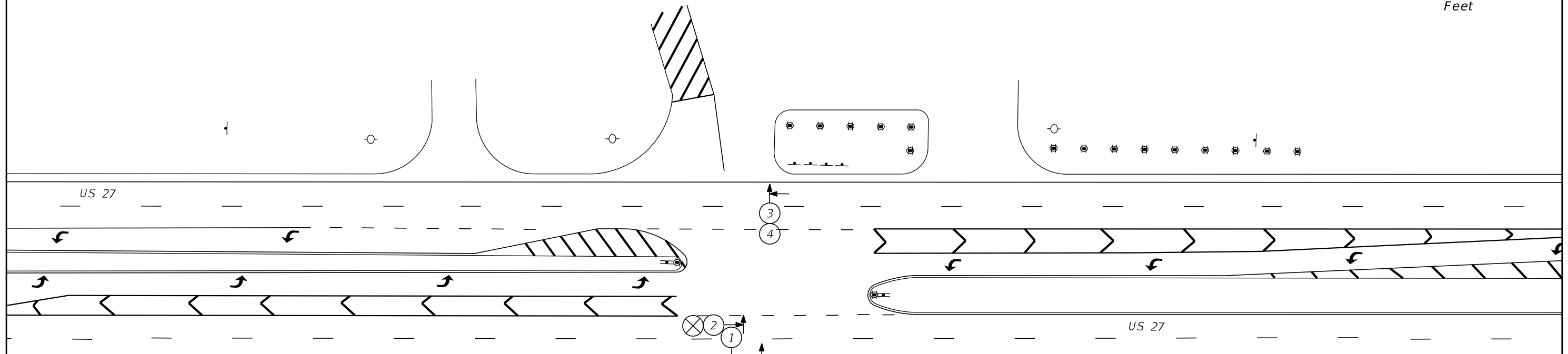
Additional crash data from January 2012 through December 2014 was reviewed to determine if a crash pattern that extends beyond the initial two years of data. Data from 2012 revealed that no crashes were reported at the intersection.

In 2013, five angle crashes and one overturning crash were reported. One angle crash, which involved one operator under the influence of drugs, resulted in a fatality and two other angle crashes involved injuries. The contributing cause in the angle crashes was cited as FTYRW, and the contributing cause in the overturn crash was failure to maintain vehicle.

In 2014, one crash was reported within the influence area of the intersection involving a pedestrian. The crash, which occurred approximately 80 feet south of the intersection, during the day in dry conditions, resulted in an injury with an unknown contributing cause.



BP GAS STATION



FELLOWSHIP BAPTIST CHURCH

FRIENDSHIP MASONIC LODGE

CR 464-B

ONLY ONLY ONLY

CRASH SYMBOL LEGEND

	Collision w/ Pedestrian		Rear End Crash		Sideswipe		Angle Crash
	Fatally		Left Turn Crash		Off Road		Right Turn Crash
	Fixed Object		Head-On Crash		Overturned Vehicle		

CRASH PERIOD: JANUARY 1, 2015 - DECEMBER 31, 2016

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Vanasse Hangen Brustlin, Inc.
 Transportation, Land Development,
 Environmental Services
 225 E. Robinson St., Suite 300
 Landmark Center Two
 Orlando, FL 32801 (407) 839-4006
 Certificate of Authorization # 3932

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
27	MARION	

CRASH DIAGRAM
 US 27 AT CR 464B

FIGURE NO.
 3

EIGHT HOUR TURNING MOVEMENT COUNTS

Eight-hour turning movement counts were collected at the intersection of US 27 and CR 464B/BP Gas Station Driveway from 7:00 - 9:00 a.m., 11:00 a.m. - 1:00 p.m. and 2:00 - 6:00 p.m. during a typical weekday. The traffic counts along US 27 revealed a balanced northbound-southbound directional flow pattern during the a.m. period and predominantly northbound flows during the mid-day and p.m. periods. Hourly directional traffic volumes on northbound US 27 range from 362 vehicles per hour (vph) in the a.m. period, to 744 vph in the mid-day, to 580 vph in the p.m. period. Southbound US 27 directional traffic volumes range from 378 vph in the a.m. period, to 341 vph in the mid-day, and 433 vph in the p.m. period. Traffic flow on eastbound CR 464B ranged from 91 to 142 vehicles per hour (vph) for seven of the eight hours with a peak flow of 161 vph during the a.m. period attributable to a high volume of right turns onto US 27. The westbound approach, the BP Gas Station driveway, exhibited hourly traffic flows ranging from 25 to 59 vph with 58 and 59 vehicles recorded during both the noon hour and the 5:00 p.m. hour. The majority (78.0%) of the vehicles generated by CR 464B turn right to travel south on US 27 while approximately 39% of traffic exiting the gas station driveway travels west straight through the intersection onto CR 464B. The northbound approach recorded 19 U-turn movements and the southbound approach recorded 2 U-turns during the 8-hour period.

No pedestrian or bicycle activity was observed during the 8-hour count period.

Heavy vehicles accounted for approximately 6% of the total traffic on US 27.

Turning movement and pedestrian counts are provided in the Appendix section of this report. Turning movement patterns at the intersection consist of the following:

	NB	SB	EB	WB
Left-Turn/U-turn	21.1%	2.6%	11.5%	29.8%
Through	74.1%	94.0%	11.2%	38.6%
Right Turn	4.8%	3.4%	77.3%	31.6%

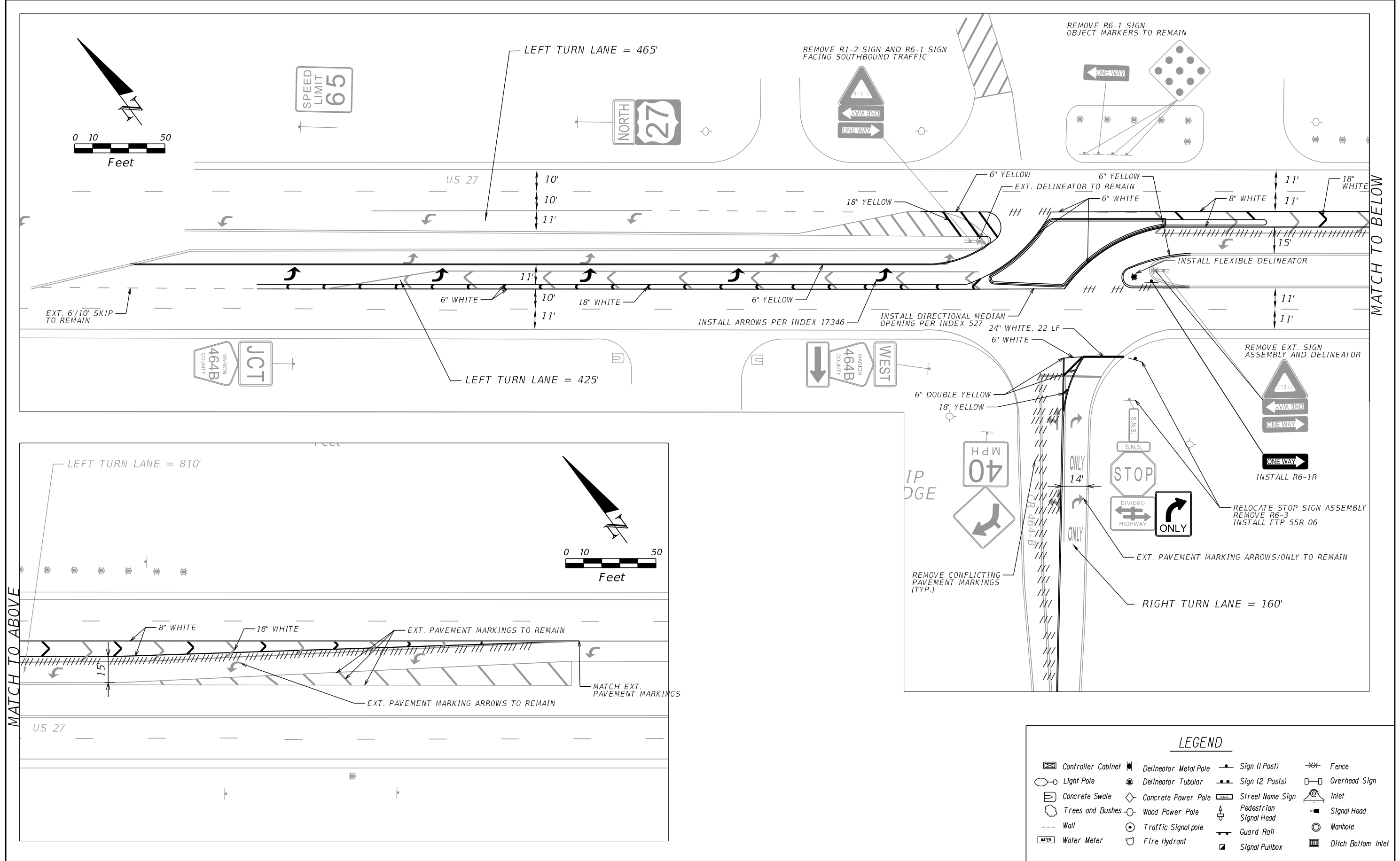
QUALITATIVE ASSESSMENT

A qualitative assessment based on field observations was performed by a registered engineer during the p.m. peak hour period (i.e., highest mainline volume) and during the mid-day period (i.e., highest side street volume) at the study intersection of US 27 and CR 464B. The purpose of the qualitative assessment was to evaluate prevailing operating traffic flow conditions and identify areas where improvements would be potentially beneficial for safety and efficiency reasons.

1. Vehicles approaching the intersection on US 27 were observed moving at or above the 65 mph posted speed limit. Vehicles entering the buffered left turn lanes generally began to decelerate slightly before the entrance to the turn lane. A clear view of the intersection is available for both northbound and southbound traffic.
2. Vehicles approaching on CR 464B were slowing due to the stop condition at the intersection. The posted speed limit on CR 464B eastbound is reduced to 40 MPH due to a combination horizontal/vertical curve in the roadway approximately 375 feet west of the intersection.
3. Pavement markings are in good condition. Signage condition varies from good to poor.
4. Intersection warning signs (W2-1) are posted approximately 960 feet north and 550 feet south of the intersection on US 27.
5. The median opening is approximately 42 feet wide, allowing for one standard passenger vehicle to stop and wait for a gap in opposing traffic. Many eastbound and westbound through and left turn movements were observed using the median to complete their movement in two stages. It was noted that many vehicles traversing the intersection were horse trailers or trucks with trailers attached, and these vehicles cannot always stop in the median area without impacting adjacent through traffic. The visibility for other left turning vehicles is clear unless a vehicle is stopped in the median area.
6. During the mid-day peak hour, northbound left turning vehicles on US 27 experienced a maximum queue of approximately 4 vehicles, which typically included at least one trailer or vehicle towing a trailer. Deceleration/storage space for this movement is adequate, and sight lines are generous provided there are no stopped southbound left turning vehicles or eastbound/westbound vehicles stopped in the median area. A maximum queue of 2 vehicles was observed for the southbound left turns. The visibility of oncoming traffic to a stopped northbound or southbound left turning motorist is clear unless a vehicle is queued in the opposing left turn lane. Motorists were observed proceeding to the edge of the buffer lane to determine if an adequate gap exists to complete their turn.
7. During the mid-day peak hour, a maximum queue of 3 vehicles was observed in the eastbound right turn lane and 2 vehicles in the eastbound left turn lane. Both movements typically included at least one trailer or vehicle towing a trailer. Visibility of approaching southbound traffic to eastbound right turning motorists is restricted when a vehicle is queued in the eastbound left turn lane. Right turning motorists were observed proceeding very slowly into the roadway to see approaching traffic, or waiting until the left turning vehicle moved to complete their turn. A maximum queue of 2 vehicles was observed exiting the gas station.

8. Visibility of approaching northbound traffic to eastbound left and through motorists is impacted by vehicles stopped in the northbound left turn lane, particularly when the queue includes a trailer.
9. Confusion was observed between eastbound and westbound left turn and through movements and between northbound left turning vehicles and either eastbound or westbound through/left vehicles. In several instances, a motorist began moving and stopped suddenly when a motorist in an opposing direction also began to move to occupy the median.
10. During the p.m. peak hour, a maximum queue of 5 vehicles was observed in the northbound left turn lane and 1 vehicle in the southbound left turn lane. On the eastbound approach, 6 vehicles were observed in the right turn lane while 2 were observed in the left turn lane. On the westbound approach, exiting the gas station, a maximum of 1 vehicle was observed. It should be noted that less vehicles towing trailers were observed traversing the intersection than during the mid-day peak hour.
11. On the westbound approach, the gas station driveway, a single white pavement marking stripe identifies the edge of the driveway, and fire lane striping is installed between the edge stripe and the physical edge of pavement. The fire lane striping stops approximately 30 feet east of US 27, and westbound right turning vehicles were observed using this unmarked area as a right turn lane. Through and left turning traffic generally stopped on the south side of the white stripe, within the “designated” driveway area.
12. Several motorists were observed exiting the BP Gas Station at its southernmost driveway and crossing the northbound approach to make a u-turn at CR 464B.
13. A left turn lane is marked just north of the intersection for the Fellowship Baptist Church, which is located on the southwest quadrant of the intersection. The lane begins approximately 25 feet north of the intersection, and the median opening to allow the turn into the site driveway is located approximately 630 feet north of the CR 464B intersection. Eastbound left turning motorists were observed using this deceleration lane as an acceleration lane to get up to speed before entering the through traffic lane.
14. Directional median openings for both northbound and southbound traffic are provided approximately 1,420 feet north and 1,240 feet south of the intersection. Both directional median openings feature u-turn bulb-outs to facilitate u-turn maneuvers by large vehicles.
15. Consideration was given to the installation of a roundabout at this intersection. Installation of a roundabout would slow approach speeds and allow for maintenance of all movements at the intersection while eliminating the potential for right angle crashes. If angle crashes do occur within a roundabout, they are generally low speed and much lower severity than at a traditional intersection. This intersection was screened using the FDOT Step 1 Roundabout Screening criteria, with the result of an optional Step 2 screening. If a roundabout was constructed at the existing intersection location, the gas station located on the east side of US 27 would be significantly impacted by the required approach realignment. To minimize the impact, the roundabout could be placed slightly south of the existing intersection, which would only require minor access modification. This would, however, impact right-of-way on the west side, as CR

- 464B would have to be realigned to the new intersection. FDOT can consider further screening for implementation of a roundabout as part of a separate project, however, installation of a roundabout is not recommended at this time.
16. Installation of a traffic signal at this intersection was also considered. Installation of a traffic signal would allow all movements at this intersection to be maintained, but it would eliminate conflicts between opposing movements at the intersection and decrease the potential for high speed, high severity crashes. A cursory review of the existing traffic volumes at the intersection and the 2016 crash reports indicate that they are not close to the thresholds required to satisfy signal warrants. The 2016 crash data indicated fewer crashes than the previous year which had 3 angle crashes including one fatality.
 17. Based on observations of traffic flow patterns and demand, volume counts, crash records, qualitative assessment of the intersection operation, and consideration of potential improvement options, this study recommends:
 - Installation of a directional median opening. Similar openings are installed along US 27 and would be a familiar condition to roadway users. It would eliminate the potential for conflict between side street and main line through and left turn movements, which were the movements highlighted in the “angle” crash reports. US 27 at CR 464B is Access Class 3, which requires a spacing of 1,320 feet between directional openings according to the FDOT Median Opening Handbook. The existing distances from the CR 464B intersection to the upstream and downstream northbound/southbound directional median openings, meet or fall within ten percent of the 1,320 foot criteria. Therefore, no adjacent roadway improvements are required at these locations. The northbound directional median opening at Fellowship Baptist Church is closer to the proposed directional opening than is allowed by the Median Opening Handbook, however, we recommend keeping this northbound directional median opening to maintain direct access to the church. A conceptual improvement diagram is provided on the following page.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Vanasse Hangen Brustlin, Inc.
 Transportation, Land Development,
 Environmental Services
 225 E. Robinson St., Suite 300
 Landmark Center Two
 Orlando, FL 32801 (407) 839-4006
 Certificate of Authorization # 3932

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
27	MARION	

**CONCEPTUAL
IMPROVEMENTS DIAGRAM
US 27 AT CR 464B**

FIGURE NO.
4

LEGEND			

Appendix

VEHICLE TURNING MOVEMENT COUNT

SECTION: 36070
 STATE ROUTE: US 27
 OBSERVER: VHB
 WEATHER: CLEAR
 NORTH APPROACH: US 27
 SOUTH APPROACH: US 27

CITY: Ocala
 INTERSECTING ROUTE: CR 464B
 DATE OF COUNT: 2/28/2017
 ROAD CONDITION: GOOD
 EAST APPROACH: Gas Station
 WEST APPROACH: CR 464B
 COUNT PERIODS: 7:00-9:00, 11:00-13:00, 14:00-18:00

COUNTY: Marion
 MILEPOST: 10.704

ALL VEHICLES / ALL MOVEMENTS

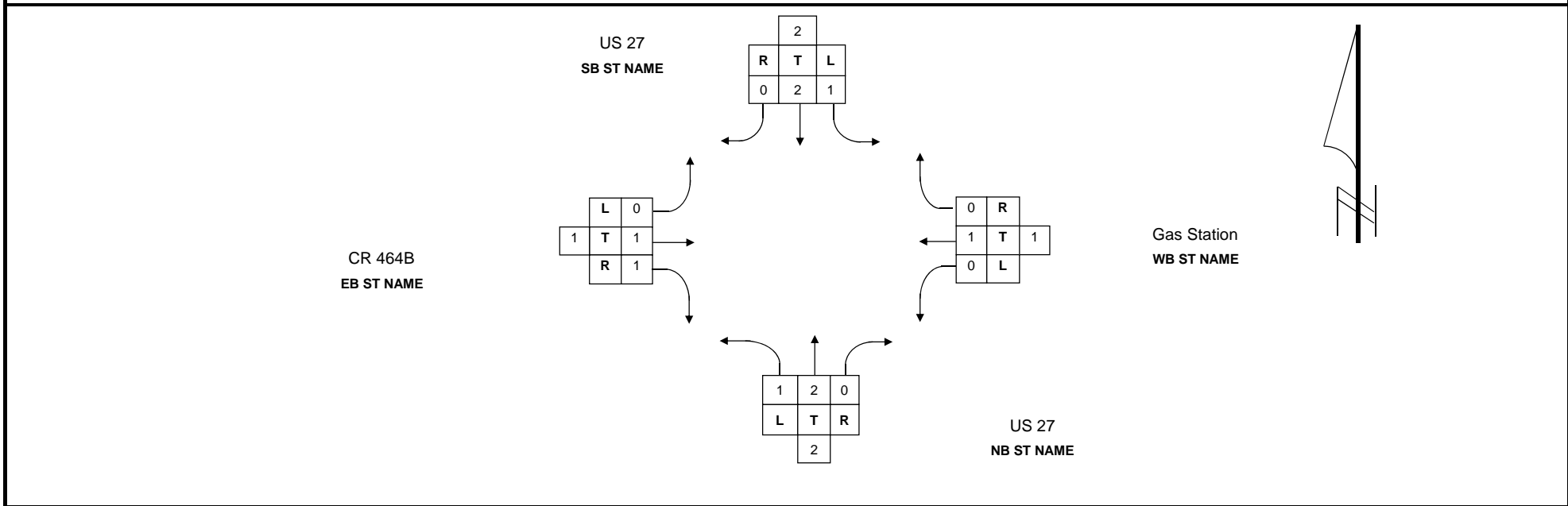
START TIME	NORTHBOUND						SOUTHBOUND						NS TOTAL	EASTBOUND						WESTBOUND						EW TOTAL	GRAND TOTAL
	U-TURN	LEFT	THRU	RIGHT	RTOR	TOTAL	U-TURN	LEFT	THRU	RIGHT	RTOR	TOTAL		U-TURN	LEFT	THRU	RIGHT	RTOR	TOTAL	U-TURN	LEFT	THRU	RIGHT	RTOR	TOTAL		
7:00	2	14	70	0	0	86	0	0	78	0	0	78	164	0	2	4	28	0	34	0	2	2	3	0	7	41	205
7:15	2	20	64	0	0	86	0	1	85	3	0	89	175	0	3	4	35	0	42	0	2	0	1	0	3	45	220
7:30	0	9	75	6	0	90	0	0	113	1	0	114	204	0	0	3	50	0	53	0	2	2	2	0	6	59	263
7:45	1	22	70	7	0	100	0	1	80	1	0	82	182	0	4	2	26	0	32	0	2	3	4	0	9	41	223
Total	5	65	279	13	0	362	0	2	356	5	0	363	725	0	9	13	139	0	161	0	8	7	10	0	25	186	911
8:00	1	12	55	4	0	72	0	1	97	2	0	100	172	0	8	3	28	0	39	0	3	2	1	0	6	45	217
8:15	0	11	64	8	0	83	0	0	88	2	0	90	173	0	4	5	30	0	39	0	2	4	4	0	10	49	222
8:30	1	20	64	4	0	89	0	2	102	3	0	107	196	0	3	2	28	0	33	0	3	4	2	0	9	42	238
8:45	0	14	71	6	0	91	0	2	74	5	0	81	172	0	4	1	20	0	25	0	1	2	2	0	5	30	202
Total	2	57	254	22	0	335	0	5	361	12	0	378	713	0	19	11	106	0	136	0	9	12	9	0	30	166	879
11:00	0	17	88	3	0	108	0	2	80	0	0	82	190	0	3	5	26	0	34	0	3	4	1	0	8	42	232
11:15	0	13	79	5	0	97	0	2	61	5	0	68	165	0	2	5	24	0	31	0	3	3	6	0	12	43	208
11:30	0	12	70	6	0	88	0	1	74	2	0	77	165	0	3	6	23	0	32	0	3	5	2	0	10	42	207
11:45	0	20	74	3	0	97	0	1	79	2	0	82	179	0	7	9	29	0	45	0	5	5	2	0	12	57	236
Total	0	62	311	17	0	390	0	6	294	9	0	309	699	0	15	25	102	0	142	0	14	17	11	0	42	184	883
12:00	2	12	71	8	0	93	0	4	75	1	0	80	173	0	5	3	21	0	29	0	4	5	5	0	14	43	216
12:15	1	16	95	7	0	119	0	3	70	3	0	76	195	0	3	4	28	0	35	0	7	5	4	0	16	51	246
12:30	1	17	84	8	0	110	0	3	105	4	0	112	222	0	6	2	27	0	35	0	5	4	8	0	17	52	274
12:45	0	16	62	3	0	81	0	3	67	3	0	73	154	0	1	3	6	0	10	0	3	6	2	0	11	21	175
Total	4	61	312	26	0	403	0	13	317	11	0	341	744	0	15	12	82	0	109	0	19	20	19	0	58	167	911
14:00	1	17	72	6	0	96	0	4	70	0	0	74	170	0	2	2	25	0	29	0	5	5	0	0	10	39	209
14:15	0	21	63	5	0	89	0	3	84	4	0	91	180	0	5	3	22	0	30	0	1	6	5	0	12	42	222
14:30	0	29	75	2	0	106	0	2	86	5	0	93	199	0	2	4	32	0	38	0	4	2	6	0	12	50	249
14:45	1	27	89	3	0	120	0	5	85	2	0	92	212	0	6	1	25	0	32	0	3	1	2	0	6	38	250
Total	2	94	299	16	0	411	0	14	325	11	0	350	761	0	15	10	104	0	129	0	13	14	13	0	40	169	930
15:00	0	29	82	8	0	119	0	2	84	5	0	91	210	0	2	4	13	0	19	0	3	2	8	0	13	32	242
15:15	0	20	101	5	0	126	0	2	95	2	0	99	225	0	2	3	23	0	28	0	2	4	3	0	9	37	262
15:30	1	35	94	1	0	131	0	1	82	7	0	90	221	0	3	4	10	0	17	0	0	4	2	0	6	23	244
15:45	1	33	90	8	0	132	1	2	92	7	0	102	234	0	4	1	22	0	27	0	5	3	2	0	10	37	271
Total	2	117	367	22	0	508	1	7	353	21	0	382	890	0	11	12	68	0	91	0	10	13	15	0	38	129	1,019
16:00	2	23	95	5	0	125	0	3	106	2	0	111	236	0	3	5	19	0	27	0	1	7	3	0	11	38	274
16:15	0	36	111	7	0	154	0	4	100	7	0	111	265	0	7	2	24	0	33	0	5	4	5	0	14	47	312
16:30	0	32	115	8	0	155	0	2	103	3	0	108	263	0	4	1	20	0	25	0	2	5	5	0	12	37	300
16:45	0	32	104	6	0	142	0	5	92	6	0	103	245	0	2	3	22	0	27	0	3	4	3	0	10	37	282
Total	2	123	425	26	0	576	0	14	401	18	0	433	1,009	0	16	11	85	0	112	0	11	20	16	0	47	159	1,168
17:00	0	36	102	6	0	144	1	4	87	3	0	95	239	0	2	8	28	0	38	0	6	5	3	0	14	52	291
17:15	0	43	118	6	0	167	0	1	96	7	0	104	271	0	0	1	22	0	23	0	5	8	3	0	16	39	310
17:30	0	39	90	11	0	140	0	4	88	2	0	94	234	0	8	3	16	0	27	0	1	8	5	0	14	41	275
17:45	2	38	84	6	0	130	0	4	81	1	0	86	216	0	4	7	21	0	32	0	5	7	3	0	15	47	263
Total	2	156	394	29	0	581	1	13	352	13	0	379	960	0	14	19	87	0	120	0	17	28	14	0	59	179	1,139

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION: 36070 CITY: Ocala COUNTY: Marion
 STATE ROUTE: US 27 INTERSECTING ROUTE: CR 464B MILEPOST: 10.704
 OBSERVER: VHB DATE: 2/2/8/2017
 WEATHER: CLEAR ROAD CONDITION: GOOD
 REMARKS:

FORM COMPLETED BY: KLC DATE: 03/14/17



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	
7 - 8	5	65	279	13	0	362	0	2	356	5	0	363	725	0	9	13	139	0	161	0	8	7	10	0	25	186
8 - 9	2	57	254	22	0	335	0	5	361	12	0	378	713	0	19	11	106	0	136	0	9	12	9	0	30	166
11 - 12	0	62	311	17	0	390	0	6	294	9	0	309	699	0	15	25	102	0	142	0	14	17	11	0	42	184
12 - 13	4	61	312	26	0	403	0	13	317	11	0	341	744	0	15	12	82	0	109	0	19	20	19	0	58	167
14 - 15	2	94	299	16	0	411	0	14	325	11	0	350	761	0	15	10	104	0	129	0	13	14	13	0	40	169
15 - 16	2	117	367	22	0	508	1	7	353	21	0	382	890	0	11	12	68	0	91	0	10	13	15	0	38	129
16 - 17	2	123	425	26	0	576	0	14	401	18	0	433	1,009	0	16	11	85	0	112	0	11	20	16	0	47	159
17 - 18	2	156	394	29	0	581	1	13	352	13	0	379	960	0	14	19	87	0	120	0	17	28	14	0	59	179
TOTAL	19	736	2,643	171	0	3,569	2	74	2,769	100	0	2,945	6,514	0	115	113	775	0	1,003	0	101	131	107	0	339	1,342

Percentage	0.5%	20.6%	74.1%	4.8%	0.0%	100.0%	0.1%	2.5%	94.0%	3.4%	0.0%	100.0%	N/A	0.0%	11.5%	11.2%	77.3%	0.0%	100.0%	0.0%	29.8%	38.6%	31.6%	0.0%	100.0%	N/A
Maximum	5	156	425	29	0	581	1	14	401	21	0	433	N/A	0	19	25	139	0	161	0	19	28	19	0	59	161
Minimum	0	1	2	0	0	0	0	0	10	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
Total Heavy Veh	16		185	6	0	207	0		187	4	0	191	398	5		0	27	0	32	2		2	2	0	6	38
% Heavy Veh	2.1%		7.0%	3.5%	5.8%	0.0%		6.8%	4.0%	6.5%	6.1%	6.1%	4.3%		0.0%	3.5%	3.2%	2.0%		0.0%	1.9%	1.8%	2.8%	2.8%		

VEHICLE TURNING MOVEMENT COUNT

SECTION: 36070
 STATE ROUTE: US 27
 OBSERVER: VHB
 WEATHER: CLEAR
 NORTH APPROACH: US 27
 SOUTH APPROACH: US 27

CITY: Ocala
 INTERSECTING ROUTE: CR 464B
 DATE OF COUNT: 2/28/2017
 ROAD CONDITION: GOOD
 EAST APPROACH: Gas Station
 WEST APPROACH: CR 464B
 COUNT PERIODS: 7:00-9:00, 11:00-13:00, 14:00-18:00

COUNTY: Marion
 MILEPOST: 10.704

HEAVY VEHICLES (TRUCKS + BUSES)

START TIME	NORTHBOUND					SOUTHBOUND					NS TOTAL	EASTBOUND					WESTBOUND					EW TOTAL	GRAND TOTAL
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL		LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL		
7:00	0	8	0	0	8	0	1	0	0	1	9	0	0	1	0	1	0	0	0	0	1	10	
7:15	0	4	0	0	4	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	10	
7:30	0	10	0	0	10	0	6	0	0	6	16	0	0	0	0	0	0	0	0	0	0	16	
7:45	0	8	0	0	8	0	3	0	0	3	11	0	0	0	0	0	0	0	0	0	0	11	
Total	0	30	0	0	30	0	16	0	0	16	46	0	0	1	0	1	0	0	0	0	1	47	
8:00	0	5	0	0	5	0	3	0	0	3	8	0	0	1	0	1	0	0	0	0	1	9	
8:15	0	7	0	0	7	0	5	0	0	5	12	0	0	1	0	1	0	0	0	0	1	13	
8:30	0	9	0	0	9	0	12	0	0	12	21	0	0	0	0	0	0	0	0	0	0	21	
8:45	0	5	0	0	5	0	5	0	0	5	10	0	0	0	0	0	0	0	0	0	0	10	
Total	0	26	0	0	26	0	25	0	0	25	51	0	0	2	0	2	0	0	0	0	2	53	
11:00	0	7	0	0	7	0	7	0	0	7	14	0	0	1	0	1	0	0	0	0	1	15	
11:15	0	7	0	0	7	0	7	0	0	7	14	0	0	1	0	1	0	0	0	0	1	15	
11:30	2	5	0	0	7	0	7	0	0	7	14	0	0	1	0	1	0	0	0	0	1	15	
11:45	2	4	0	0	6	0	7	0	0	7	13	0	0	0	0	0	0	0	0	0	0	13	
Total	4	23	0	0	27	0	28	0	0	28	55	0	0	3	0	3	0	0	0	0	3	58	
12:00	0	4	0	0	4	0	5	1	0	6	10	1	0	0	0	1	0	0	0	0	1	11	
12:15	1	8	0	0	9	0	5	0	0	5	14	1	0	0	0	1	0	0	0	0	1	15	
12:30	0	6	1	0	7	0	8	1	0	9	16	0	0	0	0	0	0	1	0	1	1	17	
12:45	0	6	0	0	6	0	6	1	0	7	13	0	0	0	0	0	0	0	0	0	0	13	
Total	1	24	1	0	26	0	24	3	0	27	53	2	0	0	0	2	0	1	0	1	3	56	
14:00	0	4	2	0	6	0	12	0	0	12	18	0	0	0	0	0	1	0	0	0	1	19	
14:15	0	4	0	0	4	0	5	0	0	5	9	1	0	2	0	3	0	1	0	0	1	13	
14:30	1	6	0	0	7	0	3	0	0	3	10	0	0	3	0	3	0	0	0	0	3	13	
14:45	0	6	0	0	6	0	7	0	0	7	13	0	0	2	0	2	0	0	0	0	2	15	
Total	1	20	2	0	23	0	27	0	0	27	50	1	0	7	0	8	1	1	0	0	2	60	
15:00	2	4	1	0	7	0	9	1	0	10	17	0	0	2	0	2	0	0	0	0	2	19	
15:15	0	3	1	0	4	0	4	0	0	4	8	1	0	1	0	2	0	1	0	0	1	11	
15:30	2	7	0	0	9	0	5	0	0	5	14	1	0	1	0	2	0	1	0	1	3	17	
15:45	1	8	0	0	9	0	5	0	0	5	14	0	0	1	0	1	0	0	0	0	1	15	
Total	5	22	2	0	29	0	23	1	0	24	53	2	0	5	0	7	0	1	1	0	2	62	
16:00	0	7	0	0	7	0	8	0	0	8	15	0	0	1	0	1	0	0	0	0	1	16	
16:15	2	7	0	0	9	0	3	0	0	3	12	0	0	3	0	3	1	0	0	0	1	16	
16:30	2	3	0	0	5	0	9	0	0	9	14	0	0	2	0	2	0	0	0	0	2	16	
16:45	0	4	0	0	4	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	6	
Total	4	21	0	0	25	0	22	0	0	22	47	0	0	6	0	6	1	0	0	0	1	54	
17:00	0	5	0	0	5	0	3	0	0	3	8	0	0	2	0	2	0	0	0	0	2	10	
17:15	0	6	0	0	6	0	7	0	0	7	13	0	0	0	0	0	0	0	0	0	0	13	
17:30	1	3	1	0	5	0	8	0	0	8	13	0	0	0	0	0	0	0	0	0	0	13	
17:45	0	5	0	0	5	0	4	0	0	4	9	0	0	1	0	1	0	0	0	0	1	10	
Total	1	19	1	0	21	0	22	0	0	22	43	0	0	3	0	3	0	0	0	0	3	46	

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 36070
 STATE ROUTE US 27
 OBSERVER VHB

CITY Ocala
 INTERSECTING ROUTE CR 464B
 DATE 2/2/8/2017

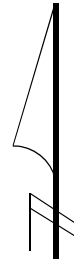
COUNTY Marion
 MILEPOST 10.704

REMARKS

KLC 03/14/17

US 27
 SB ST NAME

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0



7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

CR 464B
 EB ST NAME

Gas Station
 WB ST NAME

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

US 27
 NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

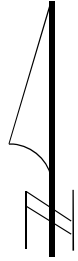
BICYCLE MOVEMENT SUMMARY

SECTION 36070	CITY Ocala	COUNTY Marion
STATE ROUTE US 27	INTERSECTING ROUTE CR 464B	
OBSERVER VHB	DATE 2/2/8/2017	MILEPOST 10.704

REMARKS _____

KLC 03/14/17

	US 27 SB ST NAME																																					
	<table border="1" style="width:100%; text-align:center"> <thead> <tr> <th>7-8</th><th>8-9</th><th>11-12</th><th>12-13</th><th>14-15</th><th>15-16</th><th>16-17</th><th>17-18</th><th>Total</th> </tr> </thead> <tbody> <tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </tbody> </table>	7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

CR 464B
EB ST NAME

Gas Station
WB ST NAME

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

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**FLORIDA DEPARTMENT OF TRANSPORTATION
STEP 1 - ROUNDABOUT SCREENING**



Prepared by:	Date Prepared:
Financial Project ID:	Project Name:
FAP No.:	State Road:
County:	Intersecting Road:

EXISTING CONTROL/PROJECT CLASSIFICATION					
Control:	<input type="checkbox"/> Signal	<input type="checkbox"/> All Way Stop	<input type="checkbox"/> 2 Way Stop	<input type="checkbox"/> Yield	<input type="checkbox"/> None
Classification:	<input type="checkbox"/> Design.	<input type="checkbox"/> Traffic Operations	<input type="checkbox"/> Other		

SCREENING CRITERIA	
1. Does the intersection have physical or geometric constraints that would limit visibility or complicate construction? <i>(comment below if "yes")</i>	<input type="checkbox"/> yes <input type="checkbox"/> no
2. Does the major roadway AADT exceed 90% of the total intersection AADT? <i>(comment below if "yes")</i>	<input type="checkbox"/> yes <input type="checkbox"/> no
3. Does the intersection have pedestrians with special needs that would have difficulty crossing the road? <i>(comment below if "yes")</i>	<input type="checkbox"/> yes <input type="checkbox"/> no
4. Is the intersection located within a coordinated signal network? <i>(comment below if "yes")</i>	<input type="checkbox"/> yes <input type="checkbox"/> no
5. Is there downstream traffic control or conditions that could cause queues to back up into the intersection? <i>(comment below if "yes")</i>	<input type="checkbox"/> yes <input type="checkbox"/> no
6. Would the installation of a roundabout create impacts to historical, 4(f), or environmentally sensitive sites? Would the relocation of residences or businesses be required? <i>(comment below if "yes")</i>	<input type="checkbox"/> yes <input type="checkbox"/> no

Step 2 evaluation is required if no is checked for all criteria. Level 2 is optional if yes is checked for one or more of the criteria.

Advance Roundabout Alternative to step 2 Roundabout b/c Evaluation	<input type="checkbox"/> yes <input type="checkbox"/> no
Approved by: <input type="checkbox"/> DDE or <input type="checkbox"/> DTOE	
Signature: _____	Date: _____



MEMORANDUM

September 19, 2018

TO: TPO MEMBERS

FROM: MICHAEL DANIELS, DIRECTOR

SUBJECT: CENTRAL FLORIDA MPO ALLIANCE REGIONAL PRIORITIES

At its October 12, 2018 meeting, the Central Florida MPO Alliance will be discussing the draft FY 2018/19 Regional Priority Lists for highway, transit and regional trails. Attached please find each of the approved lists. The list for highways and trails include several projects within the Marion County area. The biggest change from the Ocala/Marion TPO was to move the NW 49th Street Interchange project up to #2 on the list. In addition, the Pruitt Gap trail projects was also added to the trails priority list. We do not have any projects on the transit list.

Staff is requesting approval of the priority lists. If you have any questions or would like to discuss this information further, please contact our office at 629-8297.

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS



FY 2018-2019 SIS HIGHWAY PROJECTS

Priority	FDOT Financial Management Number	Project Name	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
1	4269054	Ellis Rd Widening	I-95 (John Rhodes Blvd)	Wickham Rd.	2.00	Extend/Widening 2 to 4 Lanes	PE underway ROW 2020-2023	CST	TBD	Space Coast TPO
2	435209-1	I-75 Interchange	@ NW 49th Street		--	Construct New Interchange	PD&E (FY 2017/18) PE (FY 2021/22)	CST only	TBD	Ocala/Marion TPO
3	2424848& 4314561	I-4*	W of CR 532 (Polk/Osceola Line)	W of SR 528/Beachline Expy.	16.45	Beyond the Ultimate Configuration for General Use & Managed Lanes	ROW 2017/18-2021/22	CST	\$1,731,919,000	MetroPlan
4a	2425924	I-4*	E of SR 434	Seminole/Volusia Co. Line	10.30	Beyond the Ultimate Configuration for General Use & Managed Lanes	Partial ROW 2021/22	ROW/CST	\$472,061,000	MetroPlan
4b	4084642	I-4*	Volusia/Seminole Co. Line	SR 472	---	Beyond the Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$667,608,000	River to Sea TPO
4c	2012103	I-4*	W of US 27	W of CR 532 (Polk/Osceola Line)	---	Beyond the Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$63,227,000	Polk TPO
5	4371811 4074023 4074024	SR 528 (Turnpike) SR 528 SR 528	SR 520 SR 524 (Industry) SR 3	SR 524 (Industry) East of SR 3 Port Canaveral Interchange	13.60 3.70 5.10	Widen 2 Lanes to 4 Lanes to include a Multiuse Trail	PD&E Design Design	DES/ROW/CST ROW/CST ROW/CST	TBD \$421,924,750 \$269,405,898	Space Coast TPO
6	4289471	SR 40	Williamson Blvd.	Breakaway Trail	---	Widen 4 to 6 lanes	PD&E complete PE FY 2022/23	ROW/CST	\$33,260,000	River to Sea TPO
7	2408371	SR 40	Cone Rd.	SR 11	---	Widen 2 to 4 lanes	PE/ENV 2015/16 ROW FY 2022/23	CST	\$58,148,130	River to Sea TPO
8	N/A	SR 25/US 27	CR 561 (west)	Florida's Turnpike (northern ramps)	2.14	Widen to 6 lanes	---	PD&E/PE/ ROW/CST	\$25,000,000	Lake~Sumter MPO
9	2408361	SR 40	SR 11	SR 15	---	Widen 2 to 4 lanes	PE 2013/14, ENV 2014/15, ROW 2022/23	CST	\$54,731,640	River to Sea TPO
10	4336521	I-75 Interchange Impr. at SR 40	SW 40th Avenue	SW 27 th Avenue	1.25	Operations and capacity improvements	Design underway; ROW (FY 2020/21 - 2022/23)	CST	\$15,000,000	Ocala/Marion TPO

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS



Priority	FDOT Financial Management Number	Project Name	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
11a	410674-3	SR 40	CR 314	CR 314A	6.1	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	PE underway	ROW/CST	\$93,000,000	Ocala/Marion TPO
11b	410674-4	SR 40	CR 314A	Levy Hammock Road	2.8	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	PD&E	PE/ROW/CST	\$35,000,000	Ocala/Marion TPO
12	4270561	SR 50	Crittenden Road	Villa City	1.0	Realign Road and add multi-use trail (South Lake Trail, Phase 3)	PD&E / PE (FY 2014/15)	ROW/CST	\$24,400,000	Lake~Sumter MPO
13	4354761	I-75 Interchange	@ CR 514		--	New Interchange	PD&E (FY 2015/16)	ROW/CST	TBD	Lake~Sumter MPO
14	4358592	West SR 50	US 98 (Hernando Co.)	CR 33 (Lake Co.)	2.0	Widen to 4 lanes (Project segmented: -2/-3/-4/-5/-6)	Study (FY 2015/16) PE (FY 2018/19)	ROW/CST	TBD	Lake~Sumter MPO
15	4404241	SR 405 Bridge Replacement (NASA Causeway)	----	----	---	Bridge Replacement	PD&E Underway PE (NASA)	CST	TBD	Space Coast TPO
16	#	SR 401 Bridge Replacement	SR 401 Interchange	Cape Canaveral Air Force Station	---	Bridge Replacement	----	PD&E	TBD	Space Coast TPO
17	#	SR100	Old Kings Road	Belle Terre Pkwy		Widen to 6 lanes	PE	ROW/CST	\$34,870,000	River to Sea TPO

*I-4 Ultimate Configuration is noted as a PPP project.

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FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

CENTRAL FLORIDA MPO ALLIANCE SIS HIGHWAY PROJECTS FOR PRIORIZATION FUNDED FOR CONSTRUCTION										
Priority #	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
5	4102511	SR 15 (US 17)	Ponce de Leon Blvd.	SR 40	---	Widen to 2 Lanes to 4 Lanes	ROW 2016/17 to 2020/21 CST 2020/21 \$50,186,043	Fully Funded	NA	River to Sea TPO
3a	2424847	I-4*	S of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.90	Ultimate Configuration for General Use & Managed Lanes	CST 2019/20	Fully Funded		MetroPlan
3a	4269053	I-95/Ellis Road Interchange	---	---		New Interchange	CST 2016/17	Fully Funded	---	Space Coast TPO
10	4106742	SR 40	SR 35	CR 314	4.5	Widen 2 to 4 lanes	CST 2019/2020	Fully Funded	---	Ocala/Marion TPO

NOTE: Although funded for construction, projects will continue to be shown until construction starts.

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS



REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION							
Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega Trail	Latest Project Phase Funded	MPO
Seminole Volusia Gap Spring to Spring Trail	436434-2	Old DeLand Road @ US 17/92	@ Lake Monroe Park	0.8	Heart of Florida: Coast to Coast	PE underway	River to Sea TPO
South Lake Trail Phase 3B	422570-3	SR 33 (Crittenden St.)	Silver Eagle Road	2.1	Heart of Florida: Coast to Coast	Update of PD&E Study and Design underway - ROW 2017-19, CST 2020	Lake~Sumter MPO
Clarcona-Ocoee Trail		West Orange Trail	Clarcona-Ocoee Road	0.2	Heart of Florida; Coast-to-Coast	ROW programmed for 2018; Construction programmed for 2020	MetroPlan Orlando
Silver Springs Gap	435486-1	SE 64th Ave Trailhead	Silver Springs State Park	6.0	Heart of Florida	In Design, Construction - FY 2020	Ocala/Marion TPO
South Lake Trail Phase 4	435893-1	Van Fleet Trail	CR 565A (Villa City Rd.)	8.4	Heart of Florida; Coast-to-Coast	Design Phase underway; ROW 2018-21, CST 2022	Lake~Sumter MPO
Pruitt Gap & SR 200 Trail Underpass	435484-1	Bridge Rd.	SR 200	9.5	Heart of Florida	In Design, Construction - FY 2022 (Trail underpass may be programmed separately)	Ocala/Marion TPO
East Central FL Rail Trail	4154348	Guise Road	Gobblers Lodge	3.5	Coast to Coast; St. Johns River to Sea Loop	CST totaling \$5,003,500 has been advanced to FY 2017/18 (design build underway)	River to Sea TPO
Halifax River Greenway - Beach Street	4361391	Wilder Blvd	Shady Place	0.5	East Coast Greenway	CST FY 2017/18 \$525,517	River to Sea TPO
Space Coast Trail	426187-1 436187-2	Canaveral Avenue	W. Max Brewer Bridge	1.9	St. Johns River to Sea; Coast- to-Coast; East Coast Greenway	Downtown connector/ ECFRRT to MINWR; Construction FY 2020/21 \$1,707,000; City of Titusville will build with local \$ in FY 2016/17; Indian River Ave to West of Max Brewer Bridge 0.2 miles Fully Funded Design FY 17/18 (\$810,000); Construction FY 21/22 (\$2,161,095)	Space Coast TPO
Space Coast Trail	436187-3	Max Brewer Bridge East end	Merritt Island National Wildlife Refuge Entrance	1.9	St. Johns River to Sea; Coast- to-Coast	CST in FY 2018/19 \$400,492	Space Coast TPO
Shingle Creek Trail 3C		Taft Vineland Road	Town Loop Blvd.	2.8	Regional Trail	Fully Funded for CST	MetroPlan Orlando
Shingle Creek Trail 3B	430225-2	Town Loop Blvd.	Orange/Osceola Co. Line	2.0	Regional Trail	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	MetroPlan Orlando
Halifax River Greenway	439868-1	Bellevue Ave.	Marina Point Drive	0.23	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	River to Sea TPO

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FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION

Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega Trail	Latest Project Phase Funded	MPO
Halifax River Greenway	439869-1	Marina Point Drive	Orange Ave.	0.51	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	River to Sea TPO
Halifax River Greenway	439871-1	Sickler Drive	2nd Street	0.57	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	River to Sea TPO
Halifax River Greenway	439870-1	Ballough Road Bridge	Ballough Road Bridge	0.06	St. Johns River to Sea, East Coast Greenway	CST in FY 2017/18	River to Sea TPO
Spring to Spring Trail, Seg. 3b	439039-3	Benson Junction Road	W. Highbanks Road	5.0	Heart of Florida; St. Johns River to Sea	CST in FY 2018/19	River to Sea TPO
Spring to Spring Trail, Segs 5 & 6	439874-1	Lake Beresford Park	Grand Ave.	3.60	Heart of Florida; St. Johns River-to-Sea	\$750,000 PD&E FY 2017/18 CST funded in FY 2022/23	River to Sea TPO
Oak Hill to Edgewater Trail	439862-1	US 1/Kennedy Parkway	Dale Ave.	11.6	St. Johns River to Sea, East Coast Greenway	PD&E Study funded in FY 2017/18 CST funded in FY 2022/23	River to Sea TPO
Spring to Spring Trail	439875-1	Grand Ave./Baxter Street	US 17	1.3	Heart of Florida; St. Johns River-to-Sea	Design \$251,000/ROW \$400,000 funded in FY 2017/18 CST funded in FY2019/20	River to Sea TPO
Total Mileage of Priorities Programmed				77			

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS



REGIONAL TRAILS RANKED PRIORITIES SUNrail TIER ONE COAST TO COAST TRAIL - REMAINING UNFUNDED PHASES										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
T1-1	Space Coast Trail	437093-1	Playalinda Rd. West End/ Merritt Island NWR Entrance	Playalinda Rd. East End/Atlantic Ocean	10.5	St. Johns River to Sea; Coast- to-Coast	PD&E \$1,400,000 FY 15/16; Design funded for FY 22/23 (\$4,799,360.00)	ROW, CST	\$7,043,036	Space Coast TPO
			Playalinda Road	US 1 (Volusia Co. Line)	12.9					
T1-2	Clarcona-Ocoee Trail	436435-1	Pine Hills Trail	Hiawasse Road	1.5	Heart of Florida; Coast-to-Coast	CST partially funded (FY 2020/21)	CST	\$4,371,600	MetroPlan Orlando
T1-3	Pine Hills Trail Phase 3	436433-1	Clarcona-Ocoee Rd.	Seminole County Line	3.0	Heart of Florida; Coast-to-Coast	PD&E Complete	PE, ROW, CST		MetroPlan Orlando
T1-4	South Sumter Connector	435471-1	Withlacoochee Trail	Van Fleet Trail	19.5	Heart of Florida; Coast-to-Coast	PD&E programmed for 2017, Design 2019, ROW 2021	CST	\$9,000,000	Lake-Sumter MPO
T1-5	South Lake Trail Phase 3C	427056-1	CR 565A (Villa City Rd.)	SR 33 (Crittenden St.)	1.1	Heart of Florida; Coast-to-Coast	Design Complete, ROW FY 2018/19	CST (part of SR 50 realignment)	\$2,500,000	Lake-Sumter MPO
Total Mileage of Tier One					49	Total Estimated Remaining Costs for Tier One			\$22,914,636	

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FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

SUNTrail Tier Two (St. Johns River to Sea Loop) Projects Ready for Design, ROW & Construction										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
Unranked	10th Street to SR 44/Lytle Ave. Trail	439864-1	10th Street	SR 44/Lytle Ave.	1.6	St. Johns River to Sea, East Coast Greenway	PD&E Funded in FY 2017/18 Design/Permitting funded in FY 2018/19	ROW, Construction	\$1,950,000	River-to-Sea TPO
Unranked	SR 44/Lytle Ave. to Beville Rd Trail	439865-1	SR 44/Lytle Av	Beville Road	12.5	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2018/19	ROW, Construction	TBD	River to Sea TPO
Projects Under Study										
Unranked	SR 40 Trail	439872-1	Cassen Park	SR A1A	1.1	St. Johns River to Sea	Feasibility Study funded in FY 2016/17	Design, ROW, Construction	TBD	River-to-Sea TPO
Unranked	Flagler Beach Trail	439873-1	South 26th Street	North 9th Street	2.9	St. Johns River to Sea, East Coast Greenway	Feasibility Study/PD&E Study funded in FY 2016/17 Design Funded in FY 2020/21	ROW, Construction	\$2,500,000	River-to-Sea TPO
Unranked	US 17 Trail	439876-1	SR 40	Putnam County line	14.0	St. Johns River-to-Sea	Feasibility Study/PD&E Study funded in FY 2017/18, PE funded FY 2020/21	ROW, CST	\$1,500,000	River-to-Sea TPO
Total Mileage for Tier Two					32	Total Estimated Remaining Costs for Tier Two			\$5,950,000	

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FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

SUNTrail Tier Three & Transportation Alternatives Eligible											
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO	
T3-1	Wekiva Trail	430975-3	CR 437	Red Tail Blvd	9.8	Mt. Dora Bikeway	PD&E Completed Design Funded FY 2015/16 \$2,636,810	ROW \$7,000,000 / CST \$7,658,566	\$14,658,566	Lake~Sumter MPO	
		430975-2	Tremain St.	CR 437				Mt. Dora Bikeway			PD&E Completed
T3-2	Silver Springs to Mount Dora		SE 64th Ave Trailhead	CR 42	16.6	Heart of Florida; Mt. Dora Bikeway	Trail in Marion County will be on existing public lands.	Design and construction	\$7,300,000	Ocala/Marion TPO	
T3-3	East Coast Greenway/SR 528	407402-3 407402-4	US 1	Port Canaveral	8.8	East Coast Greenway	Design funded FY 2016/17; part of two widening/reconstruction projects	CST phase needed in same FY as road widening/reconstruction of roadway	\$8,810,000	Space Coast TPO	
T3-4	Black Bear Scenic Trail	4363601 4106742	Levy Hammock Road	US 17	27.7	Heart of Florida	Study Underway in FY 2018 PD&E Funded in FY2020	Design, ROW & CST Phases needed (a portion of the trail will be included w/ road widening project #4106742)	\$25,481,630	Lake~Sumter MPO, River to Sea TPO, Ocala Marion TPO	
T3-5	Shingle Creek Trail 4	430225-1 430225-7 4302259 4398781	Orange/Osceola Co. Line	Kissimmee Lakefront Park	11.8	Shingle Creek Regional Trail	Yates Connector – PE FY16/17 Osceola Pkwy – PE FY16/17 Bridge over Osceola Pkwy – PE FY16/17	CST	\$7,782, 168 \$8,000,000 \$10,599,768	MetroPlan Orlando	
T3-6	Space Coast Trail/US 1	#	SR 50	Grace Street	3.1	East Coast Greenway	Feasibility Study complete	Design, CST Phases needed	\$3,700,000	Space Coast TPO	
T3-7	Pine Hills Trail Phase 2	#	Silver Star Road	Clarcona-Ocoee Road	2.30	Shingle Creek Regional Trail	PD&E	Design, ROW & CST Phases needed	\$1,591,942	MetroPlan Orlando	
T3-8	West Orange Trail Phase 5a	#	Lester Road	Kelly Park	4.2	Heart of Florida; Mt. Dora Bikeway	ROW and design needed		\$7,800,000	MetroPlan Orlando	
T3-9	Tav-Dora Trail	#	Tremain St	Wooton Park	8.3	Mt. Dora Bikeway	Trails MasterPlan Complete	PD&E, Design, ROW & CST Phases needed	\$4,500,000	Lake~Sumter MPO	
T3-10	West Orange Trail Phase 5b	#	Rock Springs Road	Wekiva Springs SP entrance	2.8	Heart of Florida; Mt. Dora Bikeway	PD&E	Design, ROW & CST Phases needed	\$5,200,000	MetroPlan Orlando	
T3-11	West Orange Trail Phase 5a	#	Lester Road	Kelly Park	4.2	Heart of Florida; Mt. Dora Bikeway	ROW and design needed		\$7,800,000	MetroPlan Orlando	
T3-12	West Orange Trail Phase 4	#	Kelly Park	CR 435 in Orange Co.	3.7	Heart of Florida; Mt. Dora Bikeway	PD&E	Design, ROW & CST Phases needed	\$1,300,000	MetroPlan Orlando	
T3-13	North Lake Trail	#	CR 450	SR 40	19.5		Study Underway FY 2018	PD&E, Design, ROW & CST needed	\$24,857,000	Lake~Sumter MPO	
T3-14	Santos to Baseline Trail	#	Baseline Trailhead	Santos Trailhead	4.5	Heart of Florida	Design is 60% complete	Design (remaining portion only), CST	\$1,500,000	Ocala/Marion TPO	
Total Mileage of Tier One Priorities			49	Total Estimated Remaining Costs for Tier Three and TA			\$ 157,881,074				
Total Mileage of Tier Two Priorities			32	Total Mileage of Tier Three & TA Priorities			127	Total Estimated Remaining Costs of Ranked Priorities (all Tiers)		\$186,745,710	

CFMPOA Regional Transit Priorities
Transit Projects Programmed/Under Construction
<ul style="list-style-type: none">Brightline (West Palm Beach – Orlando) – Private Sector
Prospective Transit Projects Currently Being Pursued
<ul style="list-style-type: none">SunRail – Phase II North (DeBary – DeLand)SunRail – Phase III (Meadow Wood Station to OIA)OIA Refresh Alternatives AnalysisUS 192 Bus Rapid TransitSR 50 Bus Rapid TransitLymmo Expansion (North/South)SR 436 – LYNX Premium Transit ServiceProspective Brightline Brevard Station Study
Privately Funded Transit Projects Being Pursued
<ul style="list-style-type: none">Brightline/Hyperloop (Orlando – Tampa)
Future Transit Projects that will be studied
<ul style="list-style-type: none">East Central Florida Corridor Task Force Transit Study

Executive Director Performance Review

Reviewer: Chairman David Moore

Employee: Michael Daniels

Review Period: October 26, 2016 to September 10, 2018

Review Date: September 18, 2018

Review Scale:

5= Exceeds Job Expectations

4= Above Job Expectations

3= Meets Job Expectations

2= Needs Improvement

1= Does not meet Job Expectations

EVALUATION

1. Maintains effective communications with and availability for the Ocala/Marion TPO Board
Rate: 4
2. Represents the Ocala/Marion TPO Board well, understands role and implements the Board's vision
Rate: 3
3. Understands and maintains compliance with Federal and State MPO requirements as they apply to the Ocala/Marion TPO Board
Rate: 2
Comments: Better communication with FDOT
4. Understands current trends and issues impacting the Ocala/Marion TPO Board and membership, informs the Board as to their implications
Rate: 3
5. Hires and develops qualified staff appropriate for day-to-day operations and guides staff to achieve objectives
Rate: 3
6. Maintains public image of the Ocala/Marion TPO Board representing service, vitality and professionalism while enhancing the visibility and identity of the organization
Rate: 2.5
Comments: FDOT issue
7. Builds relationships and encourages the creation of partnerships with other organizations that contribute to the Ocala/Marion TPO Board's mission and vision
Rate: 2.5
Comments: FDOT relationship

8. Develops sound budget for current and future revenues and expenses necessary to maintain daily and overall operations
Rate: 4
9. Meets challenges head on
Rate: 2
10. Manages assets including technology, budget and office space
Rate: 4
11. Encourages public involvement and maintains transparency for the Board, public and staff
Rate: 3
12. Inspires confidence, establishes credibility with the Ocala/Marion TPO Board
Rate: 2.5
Comments: FDOT notification
13. Maintains a “big picture” outlook and is aware of industry issues
Rate: 3.5
14. Exhibits diligence in leading the Ocala/Marion TPO
Rate: 3
15. Forecasts trends, responds to change, and invites innovation
Rate: 4
Comments: MPOAC
16. Solicits and acts upon the ideas of others when appropriate
Rate: 3.5
17. Demonstrates excellence in carrying out job responsibilities and accomplishing goals
Rate: 2.5
18. Participates in relevant and worthwhile professional organizations
Rate: 4

Areas for Improvement:

Already made changes with regard to FDOT communication and billings. Need to continue to improve these areas and relationships.

Additional Comments:

When issues arise notify the TPO Board immediately so we can address the issue.

TOTAL AVERAGE SCORE: 3.1

TOTAL AVERAGE FROM COMBINED SCORES: 3.2

Executive Director Performance Review

Reviewer: Vice-Chair Valerie Hanchar

Employee: Michael Daniels

Review Period: October 26, 2016 to September 10, 2018

Review Date: September 18, 2018

Review Scale:

5= Exceeds Job Expectations

4= Above Job Expectations

3= Meets Job Expectations

2= Needs Improvement

1= Does not meet Job Expectations

EVALUATION

1. Maintains effective communications with and availability for the Ocala/Marion TPO Board
Rate: 4
2. Represents the Ocala/Marion TPO Board well, understands role and implements the Board's vision
Rate: 4
3. Understands and maintains compliance with Federal and State MPO requirements as they apply to the Ocala/Marion TPO Board
Rate: 2.5
Comments: Due to FDOT finance issue
4. Understands current trends and issues impacting the Ocala/Marion TPO Board and membership, informs the Board as to their implications
Rate: 3
Comments: Met with me to explain role member. Met with me regarding FDOT finance issue.
5. Hires and develops qualified staff appropriate for day-to-day operations and guides staff to achieve objectives
Rate: 4
6. Maintains public image of the Ocala/Marion TPO Board representing service, vitality and professionalism while enhancing the visibility and identity of the organization
Rate: 3
7. Builds relationships and encourages the creation of partnerships with other organizations that contribute to the Ocala/Marion TPO Board's mission and vision
Rate: 3
Comments: Comes to Dunnellon Meetings when asked or requested

8. Develops sound budget for current and future revenues and expenses necessary to maintain daily and overall operations
Rate: 4

9. Meets challenges head on
Rate: 2.5
Comments: FDOT

10. Manages assets including technology, budget and office space
Rate: 4
Comments: Under budget by \$70,000

11. Encourages public involvement and maintains transparency for the Board, public and staff
Rate: 3

12. Inspires confidence, establishes credibility with the Ocala/Marion TPO Board
Rate: 2.5
Comments: Regarding FDOT finance issue reason for 2.5

13. Maintains a “big picture” outlook and is aware of industry issues
Rate: 3

14. Exhibits diligence in leading the Ocala/Marion TPO
Rate: 3

15. Forecasts trends, responds to change, and invites innovation
Rate: 4

16. Solicits and acts upon the ideas of others when appropriate
Rate: 3

17. Demonstrates excellence in carrying out job responsibilities and accomplishing goals
Rate: 3

18. Participates in relevant and worthwhile professional organizations
Rate: 4
Comments: Urban Planning

Areas for Improvement:

The area is being addressed and it is how we handled our FDOT finance. You have set a new procedure and goal that seems obtainable.

Additional Comments:

Future education to TPO Board members of how the “behind the scenes of it all work” regarding finances, staff duties day to day.

TOTAL AVERAGE SCORE: 3.3

TOTAL AVERAGE FROM COMBINED SCORES: 3.2

TPO DIRECTOR EMPLOYMENT AGREEMENT

THIS AGREEMENT made and entered into this 8 day of December 2016, by and between the City of Ocala ("City") on behalf of the Ocala/Marion County Transportation Planning Organization ("TPO"), an agency created pursuant to federal and state law ("Employer") and Michael P. Daniels ("Director") both of whom understand as follows:

WITNESSETH

WHEREAS, 23 U.S.C 134 and Florida Statute, § 339.175 provides for the designation of a metropolitan planning organization for each urbanized area of the state; and

WHEREAS, pursuant to Florida Statute, § 339.175(4), the Governor, by letter dated the 13th day of February 2014, approved the apportionment and boundary plan submitted by the TPO; and

WHEREAS, the TPO, pursuant to the power conferred upon it by Florida Statute, § 339.175(6)(g) and Section 5.00 of the Interlocal Agreement between Marion County, Florida, the City of Ocala, the City of Belleview, the City of Dunnellon and the Florida Department of Transportation (FDOT), dated May 18, 2004 may enter into agreements with local agencies to utilize the staff resources of such agencies or for the performance of certain services by such agencies; and

WHEREAS, pursuant to Florida Statute, § 339.175(2)(b) the TPO is an independent governmental entity separate and distinct from the City; and

WHEREAS, the TPO and the City entered into a Staff Services Agreement dated May 24, 2016 whereby the City agreed to furnish the TPO with the staff necessary for professional, technical, administrative, and clerical services, office and other space, and other incidental items as may be required and necessary to manage the business and affairs of the TPO and to carry on the transportation planning and programming process specified by the Transportation Planning Joint Participation Agreement.

WHEREAS, Employer desires to contract for the services of Michael P. Daniels as Director of the Ocala/Marion County TPO through the City pursuant to the Staff Services Agreement; and

WHEREAS, it is the desire of Employer to provide certain benefits, establish certain conditions of employment and to set working conditions of said Director; and

WHEREAS, it is the desire of the Employer to: (1) retain the services of the Director, (2) provide inducement for him to remain in such employment, (3) make possible full work productivity and independence by assuring Director's morale and peace of mind with respect to future security, and (4) to provide a just means for terminating Director's services at such time that Employer may desire to terminate his employment.

NOW THEREFORE, in consideration of the mutual covenants herein contained, the parties agree as follows:

Section 1. General Terms of Employment

1.1 Employer hereby agrees to employ Michael P. Daniels as TPO's Director, under the supervision of the TPO Board of Directors (the "Board") and Director agrees to perform the functions of such office. During the term of his employment Director shall perform all duties customary to such office, and such other duties and responsibilities, as may be determined by the Board. Director shall have the responsibility for selection, placement, transfer, supervision, and management of staff personnel hired by the City pursuant to the Staff Services Agreement; shall keep the Board informed as to any staff changes; and shall obtain prior approval to create any positions that result in a net increase in the number of staff positions. Director will perform the duties and obligations as Director in a faithful and diligent manner, including the devotion of not less than forty (40) hours per week (subject to the use of approved leave) to the performance of those duties and obligation, knowing full well that the duties of the position may require more hours of service that will not be otherwise compensated. Director agrees to conform to such personnel rules, management policies and other procedures as other City employees. Director agrees to devote his entire time and attention to his office, and will not be employed by any other person or entity while employed as Director.

Section 2. Term of Agreement

2.1 Director will be employed by the Employer for an initial term starting on October 26, 2016 and concluding on September 30, 2018. Thereafter the Director's employment term may be successively extended for a period of two additional years by the TPO Board. Reappointment without the execution of a new agreement shall constitute renewal of this Agreement, or if the Agreement is amended, the Amended Agreement.

2.2 The Director serves at the pleasure of the Employer and nothing herein shall be taken to prevent, limit or otherwise interfere with the right of the Employer to terminate the services of the Director at any time subject only to the provisions of Section 6 of this Agreement.

2.3 In the event Director desires to voluntarily resign as TPO Director before expiration of the term of this Agreement, then Director shall give the Employer 90 days advance notice unless the parties agree otherwise. Failure to provide such advance notice shall preclude Director from receiving those benefits that Director may have otherwise been entitled to receive pursuant to Section 6 of this Agreement.

Section 3. Compensation

3.1 Base Salary: Employer agrees to pay Director for services rendered pursuant hereto as TPO Director an annual base salary of \$90,000 payable biweekly effective October 26, 2016.

3.2 Incentive Compensation: The parties recognize that Director's compensation package for any given year is not limited to base pay and benefits, and that Director's annual income, in any given year, may also include, in recognition of Director's value to the Board and superior performance, and at the sole discretion of the Board, a supplemental one-time payment, which does not increase base salary, of not more than fifteen (15%) percent of Director's base salary.

3.3 Deferred Compensation: Employer agrees to pay the Director annual deferred compensation in biweekly installment amounts equal to 5% of base salary. Said deferred compensation shall be paid to the ICMA Retirement Corporation or any other retirement fund or funds designated by the Director. Employer agrees the employee's interest is 100% vested when biweekly deposits are made to the plan.

Section 4. Benefits

4.1 Pension: The Director shall participate in the City's General Employee 401(a) Defined Contribution Plan on the same terms and conditions as all other City employees participating in that Plan.

4.2 Vacation and Sick Leave: Director shall receive credit for time served with the City of Ocala and shall accrue vacation and sick leave commiserate with the accrual rates set forth in the City Employee Handbook.

4.3 Life Insurance: Employer will pay for term life insurance equal to the employee's base salary rounded to even thousands plus \$100,000 in additional life insurance.

4.4 Health Insurance: The Director shall be entitled to participate in the same health, eye care, and dental plans as all other City employees and on the same payment basis.

4.5 Automobile Allowance: Employer shall provide a car allowance of \$3,000 per year, payable at a prorated amount on a biweekly basis. Said car allowance shall be in lieu of a City vehicle. All business travel outside of Marion County shall be reimbursed at cents per mile equal to the IRS allowable rate then in effect.

4.6 Cell Phone: Employer shall also provide a cell phone for business use and personal use, provided such personal use does not interfere with business use or result in an expense exceeding the plan limitations for the plan provided to Director.

Section 5. Reimbursable Expenses

5.1 Employer will reimburse the Director for expenses reasonably incurred by him for travel, lodging, meals, and out of pocket expenses in connection with TPO business, subject to his

compliance with the policies and guidelines of the TPO Board, including requirements as to documentation.

Section 6. Termination and Severance Pay

6.1 In the event the Director is not reappointed by the Employer and the Employer does not provide at least a 90-day notice as required in Section 2(0), then Employer agrees to pay Director a lump sum of cash payment equal to 20 weeks compensation as "severance" as that term is defined in Florida Statute, §215.425(4)(d), to include benefits and perquisites such as retirement contribution, deferred compensation payments, and car allowance. In the event the Director is terminated without cause at any other time, then Employer agrees to pay Director a lump sum severance equal to 20 weeks compensation. The Director shall also be paid out for all earned Paid vacation, sick leave, holidays, and other accrued benefits to-date in accordance with the City Employee Handbook, calculated at the rate of pay in effect upon termination. If Employer provides at least 90 days' notice of intent not to reappoint, Director may voluntarily separate from Employer and receive severance equal to remaining term under this employment agreement, and shall also be paid out for all earned vacation, sick leave, holidays, and other accrued benefits to-date in accordance with the City Employee Handbook, calculated at the rate of pay in effect upon termination.

6.2 In the event the Director is terminated by the Employer without cause, all life, health, dental, and disability insurance and all other Employer provided benefits shall continue in force and coverage, at Employer expense, for a 20-week severance period or until similar coverage is provided to Director by a subsequent employer (and in full force and effect) whichever comes first. Said continuation, of group health insurance coverage shall be in addition to any protection afforded Employee by the Consolidated Omnibus Budget Reconciliation Act of 1985 (COBRA). Coverage under COBRA shall begin on the date all coverage extended under the severance provisions herein expires.

6.3 In the event the Employer at any time reduces the salary, compensation or other benefits of the Director in a greater amount than an applicable across-the-board reduction for all employees of Employer, or in the event the Employer refuses to comply with any other provision benefiting the Director herein, then in that event Director may at his option, be deemed to be terminated without cause, as provided herein.

6.4 In the event the Director is terminated for "cause" then Employer's only obligation to employee is to pay all compensation and benefits accrued but unpaid at the date of termination. "Cause" is defined and hereby limited for the purposes of this Agreement to the following reasons: (1) willful dereliction of duty; (2) any felony or misdemeanor conviction of any crime involving moral turpitude; (3) material dishonesty; public insobriety or drug or alcohol addiction; (4) misconduct as defined in Florida Statute, §443.036(29) in which case, by statute, such payment would be prohibited; or (5) any other act of a similar nature of the same or greater seriousness.

6.5 Should the Director be permanently disabled or otherwise unable to perform his duties because of sickness, accident, injury, mental incapacity or health for a period of four successive weeks beyond any accrued leave, the Employer shall have the right to terminate this agreement subject to payment of the severance benefits set forth in Sections 6.1 and 6.2 above.

6.6 For the purpose of complying with Section 6 of this Agreement, appropriations held as encumbered fund balances in any fund or account shall be deemed to be available and authorized for transfer to the appropriate salary and benefit expenditure accounts to insure fulfillment of this provision of the Employment Agreement.

6.7 The terms of this Agreement shall remain in full force and effect until employment is terminated under the terms herein, or a new Agreement has been negotiated and entered into by the Director and Council.

6.8 Contemporaneously with the delivery of the severance pay hereinabove set out, employee agrees to execute and deliver to Employer a release releasing Employer of all claims that employee may have against Employer.

Section 7. Professional Development.

7.1 Employer agrees to budget for and to pay the professional dues, subscriptions, and travel and subsistence expense of the Director for professional participation and travel, meetings and occasions adequate to continue his professional development. Said participation shall include, but not be limited to attendance at the annual conferences which said participation is beneficial to Employer, as well as associated short courses, institutes, and seminars.

Section 8. Performance Evaluation.

8.1 The Ocala/Marion County TPO current Chairman and Vice Chairman shall review and evaluate the performance of the Director normally no later than October 1 of each year. Employer agrees to increase base salary and other benefits of the Director at the time of said review, in such amounts and to such extent as the Employer may determine that it is desirable to do so, in light of the performance by Director. It is further understood that merit increases based on annual performance evaluations and salary reviews are exclusive of any general cost-of-living increases provided to other employees. The Director shall receive all cost-of-living increases, if any, at the same time and in the same manner said increases are granted to other city employees.

Section 9. General Provisions.

9.1 The text herein shall constitute the entire Agreement between the parties.

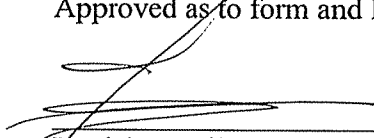
9.2 This Agreement shall become effective upon adoption and approval by the Employer.

9.3 If any provisions, or any portion thereof, contained in this Agreement is held unconstitutional, invalid or unenforceable, the remainder of this Agreement, or portion thereof, shall not be affected and shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date set forth above.

Approved as to form and legality:

TPO DIRECTOR



Patrick G. Gilligan
City Attorney



Michael P. Daniels, TPO Director

OCALA/MARION COUNTY TPO



Brent Maléver, Chairman

ATTEST:



~~Angel B. Jacobs, City Clerk~~

Roseann J. Fusco
Deputy City Clerk





TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471

August 23, 2018

PUBLIC HEARING MINUTES

Members Present:

Commissioner Kathy Bryant (*arrived at 4:06pm*)
Mayor Kent Guinn
Councilwoman Valerie Hanchar
Commissioner Ronald Livsey
Councilman Brent Malever
Commissioner David Moore
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Commissioner Jeff Gold
Councilman Justin Grabelle
Councilman Jay Musleh
Councilwoman Mary Rich

Others Present:

Oliver Cromwell, SunTran
Mark Reichert, FDOT
Steven Buck, FDOT
Alison Stettner, DOT
Oscar Tovar, City of Ocala
Tracey Straub, Marion County
Amber Gartner, Kimley Horn
Darren Park, City of Ocala
Sean Lanier, City of Ocala
Carl Mikyska, MPOAC

Item 1. Call to Order and Roll Call

Chairman Moore called the Public Hearing to order at 4:02 PM. Secretary Shakayla Pullings called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the Public Hearing had been published to the August 9, 2018 edition of the Star Banner and published online to the TPO website and on the City of Ocala, Marion County, Belleview, and Dunnellon websites.

Item 3. Public Comment

There was no public comment.

Item 4a. SunTran- Route Realignment

Mr. Daniels presented the SunTran Route Realignment and said that to maximize the efficiency of the SunTran network, the proposed route alignments from the SunTran COA, finalized in February 2016, and the Transit Development Plan Update in 2018, with some necessary modifications, were assumed to be the base network to the existing system. The revised network took the current funding environment into account.

Mr. Daniels summarized the modifications to the route alignments:

Blue Route – The proposed alignment of the Blue route would provide one-way service on the majority of the route, including a one-way loop along Blitchton Road that is currently serviced by the Purple route with 60-minute headways. The alignment would provide a more direct travel path between several important anchors: the Health Department, the Ocala Regional Medical Center, SW 17th Street, Downtown, and the northwest area identified as an important transit market. The alignment would benefit ridership due to the directness of travel between major anchor points and the available transfers at the Downtown Transfer Station. This would also make service more efficient in the northwest, as it would provide a transfer opportunity to all other routes serving the Downtown Station before continuing to the Health Department.

Yellow Route – The proposed alignment operates similar to the current Yellow B route, with some segments with two-way service and a loop in the northeast. This route was redesigned to reduce out-of-direction travel, provide coverage service in the northeast, and provide more premium two-way service in the area. This route alignment provides two-way service on NW 35th Street that previously only had one-way service every other hour by removing the out-of-direction travel that had served some very low ridership segments in close proximity to the current and proposed Green routes. This alignment maintains a substantial level of coverage in the northeast, increases efficiencies in service, and improves the frequency of the Yellow route.

Green Route – The proposed alignment operates similar to the current Green Route with a minor exception of expanding to provide service directly to the Marion County Library and removing a segment northeast of the Silver Springs Walmart by continuing on SR 40. The alignment then continues the current inbound alignment, returning to Downtown. This alignment has the effect of providing counter-clockwise loop service (opposite the Yellow route) on a few roadways, providing two-way transit service on those routes. This alignment reduces overall out-of-direction travel on the outbound trip by adding service where the current Blue route alignment had provided service on. Additionally, this alignment provides coverage to a significant portion of the northeast that was modified to increase efficiencies for the Yellow route.

Orange Route – The proposed alignment is a combination of the Orange and Yellow A routes, with extended service past the I-75 corridor. This alignment uses N Magnolia/1st Avenue (one-way pairs) to exit/enter the Downtown area and station. This alignment removes some difficult turning movements from the current Orange alignment near the medical centers south of Downtown that are served by the Blue route in this recommendation, without the need to complete the difficult turn. This has the effect of reducing out-of-direction travel and providing two-way service along portions of the route. The newly-added service area along SR 200 was a top request of current and potential riders and was identified as a sizeable transit market due to the employment density in the area. This alignment may also assist in attracting paratransit trips to fixed route

service in an area with an already high number of paratransit trips.

Purple Route – The proposed alignment is a combination of the current Purple, Orange, and Yellow A routes. It provides more direct service to the southwest and a second route option to the northwest, both important coverage areas. This alignment also provides coverage in the southwest where the Orange and Yellow A routes were assessed as being too close to each other. This alignment extends route service to Paddock Mall before returning to Downtown. This new alignment would serve several high-ridership stops in coverage areas while providing access to several key anchor points in the southwest.

Red Route – The proposed alignment preserves the western portion of the existing route from the Health Department as it continues east but would connect directly to Winn-Dixie and Walmart using SE Maricamp Road and not bifurcate into A and B branches at the Winn-Dixie. The Red route is presently the lowest ridership route and has the highest operating cost per passenger trip. It is proposed to eliminate the last trip of day due to low ridership.

Silver Route to the Ocala / Marion County Commerce Park

The proposed alignment shall provide service to the Ocala/Marion County Commerce Park, which is a growing employment center for Fed Ex Ground, Chewy.com, and Autozone. The route shall be coordinated to run during employee shift changes.

Ms. Stone made a motion to approve the SunTran Route Realignment. Ms. Bryant seconded and the motion passed unanimously.

Item 5. Adjournment

Chairman Moore adjourned the Public Hearing at 4:13 PM.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant



TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471

August 23, 2018

MINUTES

Members Present:

Commissioner Kathy Bryant
Mayor Kent Guinn
Councilwoman Valerie Hanchar
Commissioner Ronald Livsey
Councilman Brent Malever
Commissioner David Moore
Councilwoman Mary Sue Rich (*arrived at 4:14pm*)
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Commissioner Jeff Gold
Councilman Justin Grabelle
Councilman Jay Musleh

Others Present:

Oliver Cromwell, SunTran
Mark Reichert, FDOT
Steven Buck, FDOT
Alison Stettner, DOT
Oscar Tovar, City of Ocala
Tracey Straub, Marion County
Amber Gartner, Kimley Horn
Darren Park, City of Ocala
Sean Lanier, City of Ocala
Carl Mikyska, MPOAC

Item 1. Call to Order and Roll Call

Chairman Moore called the meeting to order at 4:13 PM. Secretary Shakayla Pullings called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the meeting had been published online on the TPO website and on the City of Ocala, Marion County, Belleview, and Dunnellon websites.

Item 3a. NE 25th Avenue Widening

Steven Buck with the Florida Department of Transportation (FDOT) presented the NE 25th Avenue Widening project that was currently under design.

Mr. Buck said progress on the design was at approximately twenty percent and the new corridor was planned to include four travel lanes with dedicated turn-lanes, sidewalks, bicycle lanes and a grade-separated bridge over the CSX lines.

Mr. Buck gave some background on the project that included:

- Highway System- Off-state Facility, City of Ocala and Marion County, Existing 2-lane undivided, rural collector
- TPO Priority- Ranked 21st on the Priority List
- Project Sponsor- FDOT
- Commitment- Grade separation over CSX

Mr. Buck said there was a South Project and North Project and he explained to the board the proposals for both projects starting with the South Project:

- Project would begin at NE 14th Street (State Road 492) and end north of NE 24th Street with a length of 0.830 miles
- Typical Section-Roadway (proposed)
 - Two Travel lanes in each direction (each 11 feet wide)
 - 20-foot median
 - 7-foot buffered bicycle lanes (both sides)
 - 6-foot sidewalks (both sides)
 - Additional right of way needed
- Bridge over CSX Railroad (proposed)
 - Two Travel lanes in each direction (each 11 feet wide)
 - 20-foot median
 - 7-foot buffered bicycle lanes (both sides)
 - 5-foot sidewalks (protected by concrete barrier walls)
- Proposed Roundabout at NE 24th Street
 - Two-lane roundabout
 - Passed steps 1 and 2 (of 3-stepscreening process)
- Noise Abatement Wall at Wagon Wheel MHP

- Pond Locations
 - Ponds being optimized to account for geotechnical information

The North Project:

- Would begin north of NE 24th Street and end at NE 35th Street with the length of 0.758 miles
- Typical Section- Roadway (proposed)
 - Improved one travel lane in each direction (each 11 feet wide)
 - No frontage roads
 - 42-foot wide median (to accommodate future widening)
 - 7-foot buffered bicycle lanes
 - 6-foot sidewalks
 - Additional right of way needed
- Proposed Roundabout at NE 28th Street
 - Single lane roundabout
 - Passed steps 1 and 2 (of 3-step screening process)
- Perimeter Wall at Raven Glen
 - Provided per RFP Commitment
- Pond Location
 - Ponds being optimized to account for geotechnical information

Mr. Buck gave the board upcoming Public Hearing information and said the Project Schedule was:

Design- January 2020

Right of Way Acquisition- Not yet funded

Construction- Not yet funded

There was some board discussion about the project.

Mr. Moore said that roundabouts do not work and wanted to let the board and the FDOT know that he did not like them.

Mr. Buck said that Mr. Moore's concerns were noted and that the FDOT had certain safety and operational improvements for the roadway before a roundabout could be considered.

Item 3b. Financial and Billing Update

Mr. Daniels presented the Financial and Billing Update and said on June 25, 2018, The Florida Department of Transportation issued specific award condition requirements for the Ocala/Marion County TPO's Metropolitan Planning (PL) funding. The reasons for the conditions were due to the timeliness and accuracy of our billing submittals provided in the enclosed letter. The PL funding was outlined in our 2 – year Work Program (UPWP), which was an estimated budget for each of the planning tasks undertaken by the TPO. Staff had worked closely with the FDOT to ensure that billing was timely and accurate. Staff had diligently complied with all of the requirements laid out in FDOT's specific conditions letter and had revamped the billing process to create a more accurate and efficient billing process. At the time of the Director, Michael Daniels memo, the TPO

had been approved for, or had submitted to FDOT for review of all outstanding invoicing. In addition, Mr. Daniels said that billings had been submitted to FDOT prior to the TPO meeting. To ensure that the Board was kept up to date with the financial and billing activity, at each monthly meeting Mr. Daniels said he would submit a financial report which would update the Board on expenses and invoicing for the fiscal year. In addition, would provide an update to the approved Unified Planning Work Program Tasks, so that the Board can see the progress that had been made on achieving the tasks in the approved UPWP.

Mark Reichert, Administrator from Metropolitan Planning with the FDOT in Tallahassee. Mr. Reichert said his reasoning for attending the TPO meeting was that any time a Special Conditions Letter is provided to an MPO the FDOT Central Office is notified and is their intent to make sure the board is aware and working with the TPO Staff to make sure the issues are being resolved.

Mr. Reichert said the Ocala/Marion TPO was not being held to a higher standard than any other MPO in the state but because of the history of invoicing issues the TPO had been rated at a Higher Risk and the ranking elevates the level of monitoring that is required by FDOT as the pass-through agency for Federal Highway Administration funds and that about three years ago the Florida Department of Financial Services changed the rules for invoicing requiring more documentation.

Mr. Reichert said he would encourage Mr. Daniels to continue to work closely with the FDOT District and foster a relationship of mutual respect and corporation.

Mr. Reichert said he was very encouraged to see that there would be regularly financial reports given to the board.

Mr. Zalak asked how many MPO's are having the issues that Ocala/Marion was having in the state.

Mr. Reichert said not very many and that there was one that had issues more severe than the ones being dealt with by Ocala/Marion.

Mr. Zalak asked if there were issues with the billings issued prior to the ones over the last six months.

Ms. Vickie Wyche with FDOT said there were some issues that included timesheets and tracking of the timesheets and unallowable expenses.

Ms. Allison Stettner with FDOT said that when the Special Conditions Letter was sent it was to provide a type of structured way to provide technical assistance and it is a learning curve that is in depth and said that Desi (TPO Grant Coordinator) had gone to DeLand for additional training and FDOT would continue to work closely with Mr. Daniels to make sure that invoices and spending was consistent with the agreement.

Ms. Rich asked when the new rules came into place was the TPO doing what needed to be done at that time.

Ms. Stettner said considering the timely processing and the amount of times that billings had to be rejected was being improved.

Mr. Moore asked when did the problem begin.

Ms. Stettner said FDOT started seeing the first issues in the year 2016.

Mr. Daniels said there was a new UPWP that started in 2016 and there was also a four-month lag where there was no Director and the billing was behind and when he started the job there was a learning curve so trying to get back on schedule was very difficult and personnel changes as well.

Mayor Guinn asked what the risk was.

Ms. Stettner said the risk was not being reimbursed for Federal Funds and for Planning Funds.

Ms. Bryant said that if the issues continued the board would need to have some more serious discussions.

Mr. Zalak expressed concerns about not knowing about the issues quick enough so he asked Ms. Wyche as the Liaison to the Ocala/Marion TPO to make sure the board was aware immediately of issues. Mr. Zalak said he wanted to make sure the relationship with FDOT was phenomenal like it had been in the past.

Mayor Guinn said he sat on the TPO Board for 19 years and never had a problem with FDOT and wanted to receive a summary of the issues that had been occurring.

Ms. Stettner said she would provide a summary to the board.

Ms. Bryant said if there were any other issues that would put the board at risk the board needs to be notified immediately.

Mr. Malever asked how long it would take to get off High Risk.

Ms. Stettner said usually within the year if progress is being made and re-evaluation is done every year.

Item 4. Consent Agenda

Ms. Bryant made a motion to approve the Consent Agenda. Ms. Hanchar seconded and the motion passed unanimously.

Item 5. Comments by FDOT

Ms. Vickie Wyche provided the board with construction updates.

Item 6. Comments by TPO Staff

Mr. Daniels said that he was coming up on his two-year anniversary and his contract was good for two years so he would need to setup a date with the Chair and Vice-Chair for his performance evaluation.

Mr. Daniels also said the September meeting proposed date was Thursday, September 20 at 2pm.

Item 7. Comments by TPO Members

Ms. Bryant asked FDOT to send an update within six months to let the board know how things were coming along.

Ms. Stettner said that she would provide the update and also wanted to let the board know she would not classify the relationship with the TPO as a bad one and wanted to make sure it was clear that FDOT and the TPO were good partners.

Mr. Zalak asked what Ms. Stettner would classify it as.

Ms. Stettner said she would classify it as excellent and have open communication and working to provide technical assistance.

Councilman Malever asked if there would be more shelters up in the future.

Mr. Daniels said yes there would be more shelters up.

Item 8. Public Comment

There was no public comment.

Item 9. Adjournment

Commissioner Moore adjourned the meeting at 4:58pm.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant



September 14, 2018

TO: TPO Board Members

FROM: Michael Daniels, Director

RE: Transit Asset Management Plan (TAMS)

Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan.

Each TAM plan should:

- Outline how people, processes, and tools come together to address asset management policy and goals
- Provide accountability and visibility for furthering understanding of leveraging asset management practices
- Support planning, budgeting, and communications to internal and external stakeholders
- Should you have any questions regarding these issues prior to the scheduled meeting, please contact me in our office at 629-8297.

Should you have any questions regarding these issues prior to the scheduled meeting, please contact me in our office at 629-8297.

**Ocala/Marion County
TPO / SunTran
Management Plan**

Introduction

The SunTran bus system administered by the Ocala/Marion TPO, is committed to effectively managing its capital assets and maintaining its system in a State of Good Repair (SGR) to enhance safety, reduce maintenance costs, increase reliability and improve service delivery. This policy outlines the agencies approach to overall asset management, identifies responsibility for monitoring and administering the Transit Asset Management (TAM) Plan and is established to ensure compliance with federal laws and regulations including Moving Ahead for Progress in the 21st Century (MAP-21) and 49 U.S.C. Section 5326.

SunTran has 6 bus routes predominantly in and around the City of Ocala. This agency receives financial assistance through the Federal Transit Administration, State Block Grant and Local funds. While our main assets are bus vehicles, we also manage an operation and maintenance building and service vehicles which all work together to provide the best service for the Ocala/Marion County area.

For the purposes of complying with applicable federal regulations, SunTran, as a Tier II provider (100 or fewer vehicles in peak revenue service), has developed a TAM plan which includes the following required elements:

1. An inventory of the number and type of capital assets that includes all capital assets owned by the agency except “non- service vehicle” equipment with an acquisition value under \$50,000.
2. A condition assessment of inventoried assets in a level of detail sufficient to:
 - a. Monitor and predict the performance of the assets
 - b. Inform the investment prioritization
3. A description of analytical processes or decision-support tools that allows SunTran to estimate capital investment needs over time and develop an investment prioritization
4. A project-based prioritization of investments, developed in accordance with CFR 49 Section 625.33

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2019 Target
Rolling Stock <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	80%
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	20%
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Average Age	Average Mileage	Average Value
Revenue Vehicles				
Bus	10	11	494,824	\$90,400
Equipment				
Non-Revenue Service Vehicles	3	12	140,505	\$4,333
Service Truck	1	6	35,145	\$12,000
Post Lifts	1	20		\$8,000
Bus Wash	1	5		\$15,000

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Average Age	Average Term Condition	Average Value	% at or Past ULB
Revenue Vehicles					
Bus	10	11	n/a	\$90,400	80%
Equipment					
Service Vehicle	3	12	n/a	\$4,333	100%
Truck	1	6	n/a	\$12,000	0%
Post Lift	1	20	n/a	\$8,000	100%
Bus Wash	1	5	n/a	\$15,000	100%

Decision Support Tools and Management Approach

Investment Prioritization

Maintenance managers use their best judgment to prioritize needs and return a list of priorities to the General Manager and in turn sends the list to the TPO for review and approval.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Funding	Determination of the various funding sources and funds availability from those sources by the TPO
TERM scale condition Rating	Inspection Checklist performed by a qualified inspector providing TERM scale Condition ratings
Vehicle Rating Scale	Inspection checklist performed by a qualified inspector, providing condition ratings.
Bus Replacement Schedule	Replacement Schedule spreadsheets are used to assist with a broad view of the fleet needs based on ULB and federal interest remaining.
Maintenance Plan	Sun Tran's Maintenance Plan outlines the strategies and Useful life for all of the inventory for the fleet and facilities assets.

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Appendices

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facilities Condition Data
Appendix C	Proposed Investment Project List
Appendix D	Maintenance Plan
Appendix E	Fleet Replacement Module Output

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Rolling Stock	Transit Bus	9	Gillig	30' LF	1		City of Ocala	2003	743,571	\$4,000
Rolling Stock	Transit Bus	10	Gillig	35' LF	1		City of Ocala	2007	567,235	\$40,000
Rolling Stock	Transit Bus	11	Gillig	35' LF	1		City of Ocala	2007	578,715	\$40,000
Rolling Stock	Transit Bus	12	Gillig	35' LF	1		City of Ocala	2007	551,967	\$40,000
Rolling Stock	Transit Bus	13	Gillig	35' LF	1		City of Ocala	2007	567,382	\$40,000
Rolling Stock	Transit Bus	14	Gillig	35' LF	1		City of Ocala	2007	556,152	\$40,000
Rolling Stock	Transit Bus	15	Gillig	35' LF	1		City of Ocala	2007	569,961	\$40,000
Rolling Stock	Transit Bus	16	Gillig	35' LF	1		City of Ocala	2007	565,751	\$40,000
Rolling Stock	Transit Bus	17	Gillig	35' LF	1		City of Ocala	2013	247,498	\$120,000
Rolling Stock	Transit Bus	18	Gillig	35' LF	1		City of Ocala	2017	45,510	\$500,000
Equipment	Service Veh	26	Chevy	Trailblazer	1		City of Ocala	2004	110,164	\$3,500
Equipment	Service Veh	27	Dodge	Caravan	1		City of Ocala	2008	154,474	\$4,500
Equipment	Service Veh	28	Chevy	Express	1		City of Ocala	2006	156,977	\$5,000
Equipment	Shop Truck	31	Chevy	Truck	1		City of Ocala	2012	35,145	\$12,000

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Rolling Stock	Transit Bus	9	1		16	743,571	\$50,000	16	Yes
Rolling Stock	Transit Bus	10	1		12	567,235	\$ 4,000	12	Yes
Rolling Stock	Transit Bus	11	1		12	578,715	\$40,000	12	Yes
Rolling Stock	Transit Bus	12	1		12	551,967	\$40,000	12	Yes
Rolling Stock	Transit Bus	13	1		12	567,382	\$40,000	12	Yes
Rolling Stock	Transit Bus	14	1		12	556,152	\$40,000	12	Yes
Rolling Stock	Transit Bus	15	1		12	569,961	\$40,000	12	Yes
Rolling Stock	Transit Bus	16	1		12	565,751	\$40,000	12	Yes
Rolling Stock	Transit Bus	17	1		5	247,498	\$120,000	5	No
Rolling Stock	Transit Bus	18	1		1	45,510	\$500,000	1	No

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Service Veh	26	1		14	110,164	\$3,500	7	Yes
Equipment	Service Veh	27	1		12	154,474	\$4,500	7	Yes
Equipment	Service Veh	28	1		10	156,977	\$5,000	8	Yes
Equipment	Shop Truck	31	1		6	35,145	\$12,000	7	No

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value

Appendix C: Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	High
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	High
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	Medium
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	Medium
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	Medium



September 14, 2018

TO: TPO Board Members

FROM: Michael Daniels, TPO Director

RE: Financial Billing Update

To ensure that the Board is kept up to date with our financial and billing activity, at each monthly meeting we will submit a financial report which updates the Board on our expenses and invoicing for the fiscal year. In addition, we will provide an update to our approved Unified Planning Work Program Tasks, so that the Board can see the progress that has been made on achieving the tasks in the approved UPWP.

Should you have any questions regarding these issues prior to the scheduled meeting, please contact me in our office at 629-8297.

Planning Funds (PL) 17-18

<i>FY Qtr</i>	<i>Beginning Balance</i>	<i>Billing Amount</i>	<i>Remaining</i>	<i>Date Approved</i>	<i>Approval Required</i>
FY 2017-2018	\$ 595,466.00				
1st Qtr		\$ 138,706.32	\$ 456,759.68	6/21/2018	12/31/2017
2nd Qtr		\$ 118,740.08	\$ 338,019.60	8/1/2018	3/31/2018
3rd Qtr		\$ 135,742.97	\$ 202,276.63	8/21/2018	6/30/2018
4th Qtr		\$ 131,433.52	\$ 70,843.11	9/4/2018	9/30/2018
Closeout Confirmation Form Reconciliation (PL & SL)				9/11/2018	9/30/2018

Surface Transportation Funds (STP-SL) 17-18

<i>FY Qtr</i>	<i>Beginning Balance</i>	<i>Billing Amount</i>	<i>Remaining</i>	<i>Date Approved</i>	<i>Approval Required</i>
FY 2017-2018	\$ 315,300				
1st Qtr		None			n/a
2nd Qtr		\$ 21,600	\$ 293,700	6/20/2018	3/31/2018
3rd Qtr		\$ 65,699	\$ 206,401	6/26/2018	6/30/2018
4th Qtr		\$ 184,683	\$ 43,318	8/23/2018	9/30/2018

Planning Funds (PL) 18-19

<i>FY Qtr</i>	<i>Beginning Balance</i>	<i>Billing Amount</i>	<i>Billing Amount (Cumulative)</i>	<i>Remaining</i>	<i>FDOT Approval Date</i>	<i>Approval Required</i>
FY 2018-2019	\$ 807,110.00					
July		\$ 22,246.32	\$ 22,246.32	\$ 784,863.68	9/11/2018	11/1/2018
August			\$ 22,246.32	\$ 784,863.68		12/1/2018
September			\$ 22,246.32	\$ 784,863.68		1/1/2019
October			\$ 22,246.32	\$ 784,863.68		2/1/2019
November			\$ 22,246.32	\$ 784,863.68		3/1/2019
December			\$ 22,246.32	\$ 784,863.68		4/1/2019
January			\$ 22,246.32	\$ 784,863.68		5/1/2019
February			\$ 22,246.32	\$ 784,863.68		6/1/2019
March			\$ 22,246.32	\$ 784,863.68		7/1/2019
April			\$ 22,246.32	\$ 784,863.68		8/1/2019
May			\$ 22,246.32	\$ 784,863.68		9/1/2019
June			\$ 22,246.32	\$ 784,863.68		10/1/2019

FTA Capital and Operation Allocation (SunTran)

Contract	Beginning Balance	Billed Thus Far	Remaining	Percentage Spent Thus Far	Notes
TPO-17-003	\$ 551,158	\$ 284,065	\$ 267,093	52%	FY 2015 FTA (5307) SunTran Capital Allocation
TPO-17-004	\$ 1,150,554	\$ 611,210	\$ 539,270	53%	FY 2015 FTA (5307) SunTran Operating Allocation
TPO-17-006	\$ 116,000	\$ 93,331	\$ 22,669	80%	FY 2015 FTA (5307) SunTran Planning Allocation
TPO-18-004	\$ 1,263,122	\$ -	\$ 1,263,122	0%	FY 2016 FTA (5307) SunTran Operating Allocation
TPO-18-005	\$ 206,623	\$ 65,094	\$ 141,529	32%	FY 2016 FTA (5307) SunTran ADA Allocation
TPO-18-006	\$ 596,480	\$ -	\$ 596,480	0%	FY 2016 FTA (5307) SunTran Capital Allocation

State Transit Block Grant

Contract	Beginning Balance	Billed Thus Far	Remaining	Percentage Spent Thus Far	Notes
TPO-15-004	\$ 2,348,046	\$ 1,552,976	\$ 795,070	66%	FDOT Transit Block Grant

Contract	Beginning Balance	Billed Thus Far	Remaining	Percentage Spent Thus Far	Notes
TPO-18-003	\$97,198.00	\$3,151.72	\$94,046.28	3.24%	FY 15-16 Section 5305(D)

Transportation Disadvantaged (TD)

Contract	Beginning Balance	Billed Thus Far	Remaining	Percentage Spent Thus Far	Notes
TPO-18-010	\$26,790.00	\$0.00	\$26,790.00	0%	FY 18-19 TD



UPWP PROGRESS REPORT July 1, 2018 to August 15, 2018

UPWP TASK 1.0 – ADMINISTRATION

STAFF SUPPORT

Conducted TPO Meetings on July 11 and July 17.

- Prepared meeting notice via email and website
- Posted meeting packet on website
- Developed agenda package
- Coordinated presentations

Conducted TAC and CAC Meetings on August 14

- Prepared meeting notice
- Posted Meeting Packet on website
- Developed agenda package
- Coordinated presentations

Conducted TPO Meeting on August 23

- Prepared meeting notice
- Posted Meeting Packet on website
- Developed agenda package
- Coordinated presentations
- Prepared Payroll documents and PL Invoices for FDOT
- Address PL invoice review comments
- Completed and submitted Final PL Invoice for FY17/18 UPWP to FDOT for review
- Began working on FY18/19 UPWP PL Invoices
- Submitted DRAFT PL Invoice #1 for FY18/19UPWP to FDOT for review
- Began working on FY 18/19 UPWP PL Invoice #2
- Reviewed expenditures

Provide general administrative support for the day to day operations of the TPO.

- Payroll processing
- Travel support
- General office support
- Grant management
- Invoice preparation
- Created updated Speaker Cards for TPO meetings

CERTIFICATION

No activity this period

AUDIT

No activity this period

TRAINING

- GMS Accounting and Financial Management System Demo Webinar

DATA COLLECTION

- Traffic Count Data Collection Correspondence with Marion County Engineering Staff
- Traffic Counts & Trends Manual Data Entry and Table Preparation
- NW 49th Street Interchange – Additional traffic count scheduling to augment PD&E
- Attended City of Ocala monthly GIS meeting
- Worked with American Community Survey data for information in the Dunnellon area

SAFETY

- Marion County's 2017 traffic crash data; download from FIRES and begin cleanup.
- Review Marion County's 2018 fatal traffic crashes.
- Continued cleanup of traffic crash data for 2017
- Queried TPO traffic crash database for 2013-2017 traffic crashes in the SR 40 Silver Springs Corridor study area
- Queried TPO traffic crash database for 2017 traffic crashes involving bicyclists and pedestrians; noted injury severity
- Continued general cleanup of 2017 traffic crashes (street names, location, node assignment, direction and distance)

UPWP TASK 3.0 – LONG RANGE PLANNING

2045 LONG RANGE TRANSPORTATION PLAN

- Attend monthly LRTP Progress Meeting
- Review / Evaluation of 2045 Revenue Forecast
- LRTP Pre-Meeting w/Kittleson & Associates
- LRTP Review – Multi-Modal Accessibility Review

AIR CONFORMITY

No Activity this period

PERFORMANCE MEASURES

- Attend mobility performance measure FDOT workshop.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- Attend Marion County Joint Planning Agreement discussion regarding ITS.
- *TIMS Meeting Polk County – ITS*

REGIONAL COORDINATION

- Attend CFMPOA Policy meeting

REGIONAL TRAILS

- Corrections to the Marion County Regional Trail Projects map.
- Future Trails Connectivity Assessments (DEP, Heart of Florida, Local)

UPWP TASK 4.0 – SHORT RANGE PLANNING

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Meeting with County Engineering Staff – FDOT Applications
- SRTS Comparative Candidate Evaluation
- Project Application Preparation
 - SW 49th Ave – Phase II
 - SW 49th Ave – Phase III
- SR 40 Silver Springs Corridor: edited crosswalk gap data and added pedestrian lighting on both sides of SR 40 from east of Wal-Mart to SR 35
- SR 40 Silver Springs Corridor: realign Black Bear Trail to north side of SR 40 and away from private parcel #24006-000-00
-

MONITOR TRANSPORTATION SYSTEM IMPACTS

- *Marion County monthly Transportation Coordination meeting*
- *City of Ocala monthly projects development meeting*
- *NW 44th Avenue development (City of Ocala/Marion County Executive Staff & Senior Administration)*
- Traffic Study Reviews
 - Winter Green Development (Continuing)
 - Country Green Development (Continuing)
- FDOT Application Preparation
 - NW 37th Avenue
 - SR 40 – Silver Springs
 - Lake Tuscawilla Drainage Basin Expansion
 - SR 200 Wildlife Underpass
- Bridges Road Closure Stakeholders Teleconference
- NE 25th Avenue roadway widening project (FM # 431797-1) Agency Coordination meeting and discussion with FDOT and consultants.
- Additional research and discussion with FDOT staff and County staff regarding available funding options for the NW 49th Street interchange project.
- Multi-Modal Connectivity Reviews for Committed & Existing Facilities
- Collect information regarding the SW 44th Avenue project to submit to FDOT for review
- Collection title search information regarding the SR 40 Downtown Multimodal project and submit to FDOT for review.
- Traffic Incident Management Meeting – ATMS

FAST ACT TRANSPORTATION ALTERNATIVES (TA) PROGRAM

No activity this period

LEGISLATIVE ACTIVITIES

No activity this period

UPWP TASK 5.0 – PUBLIC TRANSPORTATION

SUNTRAN

- Realignments to SunTran Blue, Silver & Red Routes in preparation for Public Hearing

TRANSPORTATION DISADVANTAGED

No Activity this period

UPWP TASK 6.0 – PUBLIC INVOLVEMENT

TPO

- Updated the TPO website with the approved PIP and Title VI documents and signed resolutions
- Updated the TPO website with the Final ATMS Plan
- SunTran Route Change Engagement: (GIS) created 24x36 display maps for all 7 routes plus an overall map of the newly aligned transit system.
- SunTran Route Engagement Meetings
 - Silver Springs Shores Community Center (8/6)
 - Downtown Transfer Station (8/7)
 - Marion County Health Department Transfer Station (8/8)
 - Ed Croskey Center (week of 8/13 to 8/17)
 - CF Campus (8/20 to 8/24).
- CTST Monthly Meeting
- Safe Kids Marion Monthly Meeting
- For the Week of 7/16 to 7/20
- SunTran Website Content Review
- SunTran Route Changes Public Involvement Coordination

FDOT

No activity this period.

UPWP TASK 7.0 – SPECIAL PROJECTS

7.1 NE 8th Avenue Road Diet Study

No Activity this period

7.2 Trails Wayfinding, Safety & Supporting Facilities Master Plan

- Data Needs & Public Involvement Strategy Meeting
- Discussion with FDOT staff and consultant regarding revising the scope of the Trails, Wayfinding, Safety, & Supporting Facilities Master Plan.

7.3 Nature Coast Trail Feasibility Study

No Activity this period

7.4 US 27 Corridor Assessment

No Activity this period

7.5 CR 484 Corridor Assessment

No Activity this period

7.6 CR 484 Pennsylvania Avenue Study Addendum

- Pre-Stakeholder's Meeting Strategy Session
- Stakeholder' List Candidate Review
- Scoping & Public Involvement Strategy